Manitoba

Annual Report 1990 - 91

Highways and Transportation

92-01970/

Minister of
Highways and Transportation

Room 203
Legislative Building
Winnipeg, Manitoba, CANADA
R3C 0V8

March 31, 1991

To His Honour
Dr. George Johnson
Lieutenant-Governor of Manitoba

May It Please Your Honour:

I have the privilege of presenting for the information of Your Honour the Annual Report of the Department of Highways and Transportation for the fiscal year ending March 31, 1991.

Respectfully submitted,

Albert Driedger

Honourable Albert Driedger
Minister of Highways and
Transportation

Manitoba

Manitoba

Deputy Minister of
Highways and Transportation

Room 209
Legislative Building
Winnipeg, Manitoba, CANADA
R3C 0V8

(204) 945-3768

March 31, 1991

The Honourable Albert Driedger
Minister
Highways and Transportation

Dear Mr. Minister:

I submit for your approval the 1990/91 Annual Report of the Department of Highways and Transportation.

During the 1990/91 fiscal year, the Department continued in its commitment to provide the people of Manitoba with a safe, efficient and accessible transportation system.

In keeping with this objective, the Department's highway construction program includes a number of major projects on our primary highway system, including the further twinning of PTH #75 in the Morris area and two projects on the Trans Canada Highway. In addition, several pavement rehabilitation projects were undertaken on both provincial trunk highways as well as provincial roads. Notable among these was the continuing rehabilitation of the Perimeter Highway around Winnipeg.

The quality of both road and air transportation to Manitoba's remote communities continues to be improved. Construction and maintenance of the extensive Winter Road System was again undertaken as well as a number of upgrading projects on several of Manitoba's northern highways and airports. In this connection, the replacement and upgrading of four major river crossings were commenced at Baker's Narrows on PTH #10, the Jack River Bridge at Norway House, the Minago River on PR #392, and the North Moswakot River on PR #280 (Gillam Road).

The Department also maintained its efforts to ensure accessible transportation to the mobility disadvantaged in Rural Manitoba. In 1990/91, the Department provided grants to 40 communities to support municipally sponsored handivan services for the mobility disadvantaged.

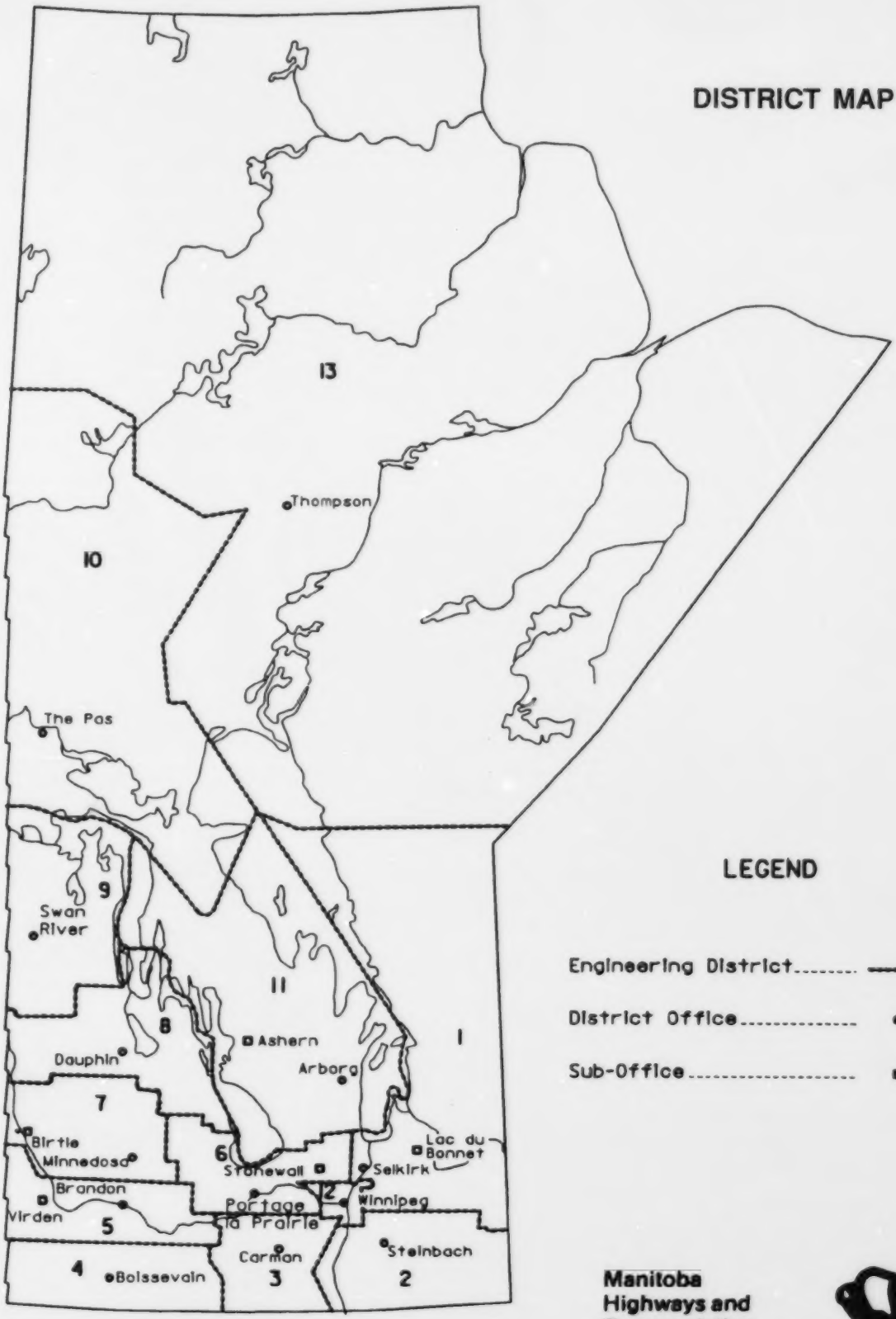
Safety was once again a priority as enforcement of the driver hours of service regulations under the National Safety Code progressed from soft to hard enforcement resulting in excellent compliance rates.

The Department looks forward in the next year to continuing its dedication to providing efficient transportation services to the people of this Province.

Respectfully submitted,

Boris Hryhorczuk
Deputy Minister

DISTRICT MAP



LEGEND

Engineering District.....

District Office.....

Sub-Office.....

Manitoba Highways and Transportation

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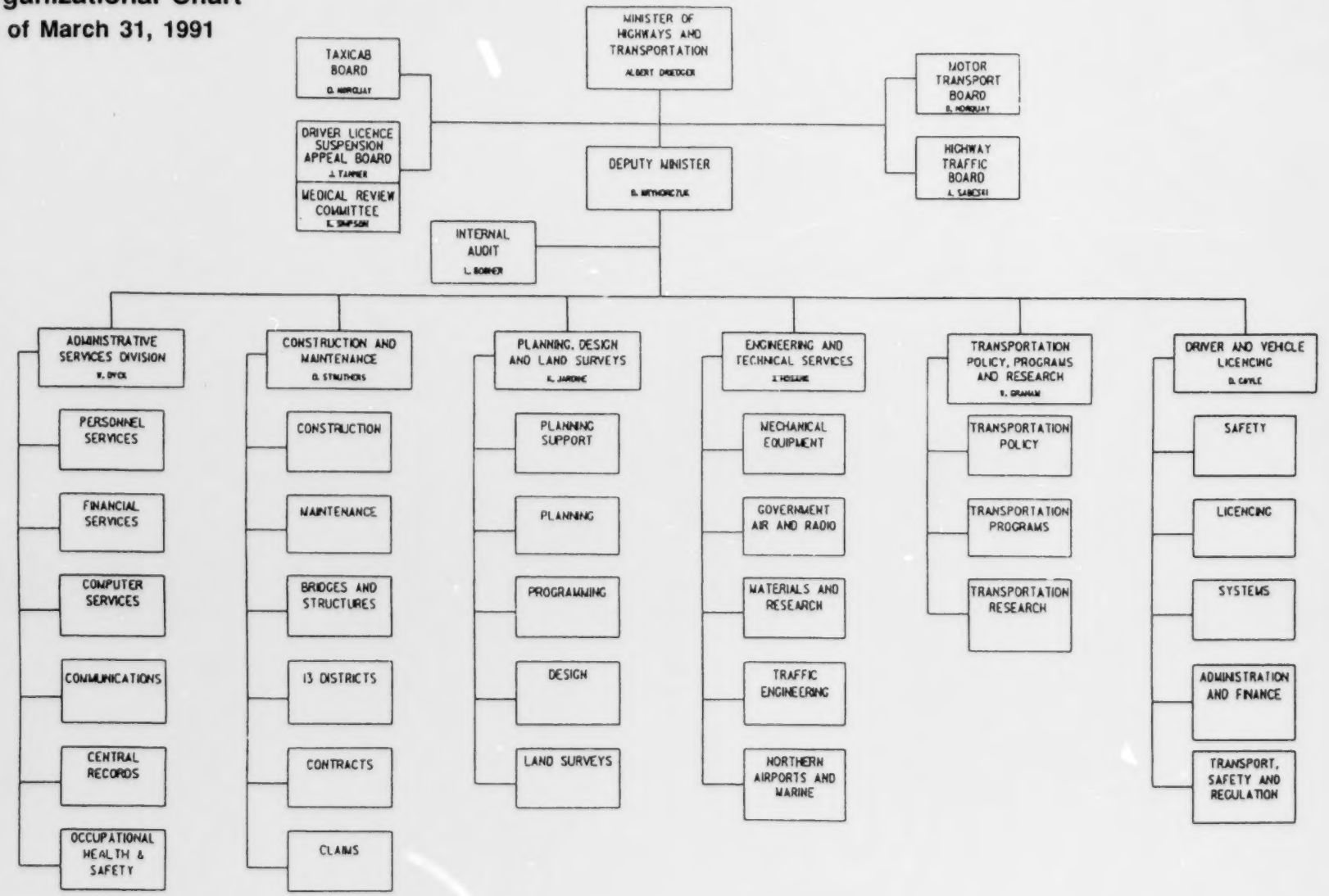
A Supplement to the Annual Report, containing all statistical data, will be available upon request.

Manitoba Highways and Transportation
Organizational Chart
as of March 31, 1991



Preface

Report Structure

The Annual Report is organized in accordance with the departmental appropriation structure which reflects the Department's authorized votes approved by the Legislative Assembly. The Report includes information at the Main and Sub-Appropriation levels relating to the Department's objectives, actual results achieved, financial performance and variances, and provides a five-year historical table of Departmental expenditures and staffing. Expenditures and revenue variance explanations are also contained in the Annual Report.

Mandate

Manitoba Highways and Transportation is charged with providing the citizens of Manitoba with a safe and efficient system of transportation facilities which contribute to the economic growth and social well-being of the Province, and to deliver programs which encourage the safe use of these facilities. In fulfilling this mandate the Department seeks:

- To ensure a level of service acceptable to the public within the mandate and resources provided by the Government of Manitoba;
- To incorporate the broad provincial policies and objectives of the Manitoba Government in the planning, design and construction of transportation facilities, the provision of transportation services, and the management of human resources;
- To promote safety and the preservation of the environment in the design and construction of transportation facilities;
- To ensure that programs are in place in the areas of driver and vehicle licensing which promote the safe operation of all types of vehicles on and off the highways;
- To ensure that the interests of Manitoba are represented in broader transportation matters that transcend provincial boundaries; and
- To strive for excellence, integrity and efficiency in serving the public in the delivery of the programs of the Department.

The Department operates and delivers services and programs under the authority of the following Acts of the Consolidated Statutes of Manitoba.

The Government Air Service Act (G70)
The Highways and Transportation Department Act (H40)
The Highways Protection Act (H50)
The Highway Traffic Act (H60)
The Highways and Transportation Construction Contracts Disbursement Act (H65)
The Off-Road Vehicles Act (O31)
The Taxicab Act (T10)
The Trans-Canada Highway Act (T140)

In addition, policies specific to departmental programs are documented in the Policy and Procedure Manual of the Department.

Organization

The departmental organizational structure is illustrated in the Organizational Chart on page 8. It provides for a concise delineation of divisional objectives and responsibilities.

The responsibilities and year-end staffing of the Department's six operating divisions are outlined as follows:

Administration has 101.26 SYs and is responsible for the provision of central administrative services in support of the Department's delivery of services and programs. Such services include general administration, financial management, human resource management, payroll services, internal audits, affirmative action programming, communications coordination, development of automated systems, and occupational health and safety.

Construction and Maintenance has 1,559.26 SYs. Divisional responsibilities include the construction and maintenance of the Province's primary and secondary highway system; the provision of specialized functional support services in all aspects of bridge engineering; the delivery and administration of road construction and maintenance programs at the local level; the administration, tendering and budget control for all

highway construction work performed by contract; and the investigation of claims for and against the Department. In addition, the Division is responsible for the consistent and uniform inspection of truck transportation in the Province.

Planning, Design and Land Surveys has a staff allotment of 85.00 SYs. Responsibilities of this Division include the provision of planning support to the development and needs of the primary and secondary road systems; monitoring of roadside development; development of subdivision plans; development of the annual highway program; the development of highway designs; and the provision of land surveys.

Engineering and Technical Services has a staffing complement of 552.12 SYs. Responsibilities of the Division include the maintenance, control and administration of the fleet of mechanical equipment and support vehicles for the Department, particularly Construction and Maintenance; as well as for the fleet of aircraft used for the transportation of government employees, patient air evacuation and fire suppression. Other responsibilities include maintaining of radio equipment for government operations; and the provision of specialized functional support in both materials and research activities as well as in all aspects of traffic engineering. Responsibilities also extend to the operation and maintenance of airstrips and ferries in Northern Manitoba.

Transportation Policy, Programs and Research is allotted 19.00 SYs and is responsible for providing support to the Province's position relative to all matters dealing with freight and passenger policy, and provides research and economic analyses on all matters relating to transportation issues both intra and interdepartmentally. The Division is also responsible for the provision of grants under the Southern Manitoba Airport Assistance Program and the Transportation for the Mobility Disadvantaged In Rural Manitoba Program.

Driver and Vehicle Licensing, with 287.25 SYs, is responsible for promoting and administering programs for driver improvement, safety, public information and driver testing; maintaining records on drivers regarding accidents and traffic violations; administering of programs and activities relating to the licensing of drivers and providing licensing services for the Manitoba Public Insurance Corporation. In addition, the Division implements and monitors a comprehensive code of minimum performance standards for the safe operation of commercial vehicles.

There are also four Boards which fall under the jurisdiction of the Department. Their roles and responsibilities are as follows:

The Motor Transport Board, with 12.00 SYs, is charged with the regulation and control of the motor carrier industry, and commercial trucks and buses that operate both intra and extra provincially. Responsibilities include conducting of public hearings; reviewing of carrier license applications; providing policy input for the regulation of motor carriers; establishing maximum transportation rates and charges for carriers and monitoring rates and determining carriers' financial health; liaising with the trucking industry; and initiating corrective measures for noncompliance with regulations.

The Highway Traffic Board, with 6.00 SYs, administers the Highways Protection Act, and portions of the Highway Traffic Act and the Off Road Vehicles Act. In the administration of these Acts, the Board conducts public hearing on jurisdictional matters such as speed limits, structures adjacent to limited access highways, access onto limited access highways, pedestrian corridor locations, and changes to weight limits for all road in the Province. Additional responsibilities include providing decisions as a result of the above mentioned hearings; reviewing and processing of applications for access onto limited access highways and structures adjacent to these highways; and establishing locations for off-road vehicle operation on or across provincial highways.

The Licence Suspension Appeal Board and Medical Review Committee is staffed with 5.00 SYs. The Board provides both an appeal procedure for applicants whose driver licences have been suspended for convictions and/or poor driving records; and provides a medical review of appeals based on medical grounds. Responsibilities include processing of appeal applications for licence suspensions; conducting of licence suspension appeal hearings throughout the Province; and providing decisions regarding licence suspension appeals.

The Taxicab Board has 6.00 SYs and provides for the regulation and inspection of taxicabs in the

Metropolitan area of Greater Winnipeg, including fares, schedules and licensing of taxicab, delivery, and U-drive vehicles. In fulfilling this mandate, the Board conducts public hearings on matters relating to the industry and users; establishes, reviews and revises the number of licences required; issues and regulates licence transfers; provides driver training; establishes vehicle standards; investigates and resolve complaints against operators and drivers; and imposes disciplinary actions for service failures and breaches of regulations.

Administration and Finance

The Administration and Finance Branch provides executive management direction, policy and program development and administrative support to all divisions of the Department. It provides central accounting, budgetary and financial services for the Department, as well as personnel administration, system coordination and data processing services, internal audit, communications support and occupational health and safety programs.

Minister's Salary

Provides for the additional compensation to which an individual appointed to the Executive Council is entitled.

Expenditures by Sub-Appropriation

1(a) Minister's Salary	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Total Salaries	11,500	0.26	10,300	1,200	

Executive Support

The Executive Support Branch provides for office expenses and all support staff of the Minister together with the Deputy Minister and his support staff. It provides policy, program development and executive management direction and monitoring for the Department.

Organizationally, the Department is structured on a functional basis with each of six divisions, Administration, Construction and Maintenance, Planning, Design and Land Surveys, Engineering and Technical Services, Transportation Policy, Programs and Research, and Driver and Vehicle Licencing. As well, there are four Boards, The Motor Transport Board, Highway Traffic Board, Licence Suspension Appeal Board and the Taxicab Board providing specialized services, program delivery and regulatory support. There is also a Medical Review Committee.

Expenditures by Sub-Appropriation

1(b) Executive Support	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	355,700	9.00	384,300	(28,600)	
Other Expenditures	100,100		81,900	18,200	

Administrative Services

The objective of the Administrative Services Division is to monitor, evaluate and develop management policies, systems and procedures to ensure effective and efficient operation of departmental functions.

Services that are provided include comprehensive internal audit, communications, freedom of information administration, central records registry and general administration.

During 1990/91, Internal Audit completed scheduled audits on Utility Relocation Charges - Phase III, Financial Services Branch, Computer Services Branch, Central Records Section, Government Vehicle Usage in the Division of Driver and Vehicle Licencing, and five shared-cost agreements.

Post-audit reviews on the Personnel Services Branch; the Planning, Design and Land Surveys Division; and the Transportation Policy, Programs and Research Division were conducted.

At year-end, audits on Railway Crossing Maintenance Charges and the Safety Branch of the Division of Driver and Vehicle Licencing were in process.

The objective of the Communications Branch is to effectively communicate Department activities, policies and changing trends in the transportation industry to the general public, special interest groups and the Department.

In this fiscal year, this was accomplished through the preparation of news releases, speaking notes and news conferences. Communications was responsible for the Department's Annual Report, the issue and session books and contributed written material and information when required. Communications also participated in the organization of special events, such as bridge openings and the National Transportation Week Committee, which promoted the transportation industry in Manitoba.

A special slide presentation was prepared and presented at the annual convention of the Roads and Transportation Association of Canada. The presentation highlighted transportation in Manitoba and invited delegates to the 1991 convention, which will be held in Winnipeg.

As well, a brochure was produced on a new sign policy for the Province.

During this fiscal year, Central Records Registry processed twelve requests for information under the Freedom of Information Act.

Expenditures by Sub-Appropriation

1(c) Administrative Services	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	521,300	14.13	528,200	(6,900)	
Other Expenditures	63,300		68,600	(5,300)	

Financial Services

The Financial Services Branch is responsible for providing central accounting, financial information and related administrative services to the departmental programs and management. The Branch ensures that internal accounting systems are in place to monitor financial matters. These include revenues and expenditures, cash receipts and disbursements and accounts receivable.

This Branch is also responsible for the preparation of annual estimates, the Department's Quarterly Forecast of Expenditures and Revenues and monthly expenditure reports for managers.

During the fiscal year, Financial Services processed 72,086 vouchers to pay suppliers for goods and services, compared to 73,895 in the previous fiscal year.

The objective is to process payments within an accuracy rate of 99%, and within the processing time average for all government departments. The accuracy rate achieved was 99.42%. The processing time achieved was 30 days compared to the government average of 36 days. Approximately 17,000 invoices were produced for services provided to other government departments, agencies and third parties. The objective is to mail the invoice to the customers within the first 10 working days of the month. This objective was met for 10 out of the 12 months.

Expenditures by Sub-Appropriation

1(d) Financial Services	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	663,900	23.00	734,300	(70,400)	
Other Expenditures	69,000		73,900	(4,900)	

Personnel Services

The Personnel Services Branch provides support in human resource management and payroll services. This is accomplished through the development, provision and management of comprehensive human resource programs, payroll services and employee information systems, in conformity with government policy, legislation and collective agreements.

Major accomplishments of the Branch during the year included:

- Successfully implemented performance appraisals throughout all ranks of the Department.
- Actively participated in all major MGEA bargaining, including the Master Agreement and relevant component level bargaining.
- Actively participated in the OPEEPM bargaining for professional engineers.
- Substantial development of the framework for a career development program.
- Successfully met classification and recruitment requirements for photo licencing implementation.
- Placed fifteen people from the Government's decentralization reemployment list.
- Held competitions for 258 full time, and 73 temporary positions. This includes 206 regular civil service positions and 52 departmental positions.
- Classification activity included both management and employee originated requests for reclassification, as well as organizational reviews resulting in classification reviews. The Department also continued to participate in the financial officer series review.
- There were a total of 132 management and employee originated reviews completed. An organizational review was conducted in Driver and Vehicle Licencing.
- The Department continued in its commitment to affirmative action, by conducting 23 career development presentations across the Province; by initiating numerous work experience placements for various designated group members; by providing 38 developmental opportunities for existing staff in designated groups, and by exceeding the government average in affirmative action of the aboriginal designated group.

With respect to labour relations, discussions are held with the Manitoba Government Employees Association to resolve problems before they become formal grievances.

During the year, 14 grievances were received and resolved, of which two proceeded to arbitration.

The Pay and Benefits unit processed payrolls for all civil servants, temporary and departmental employees producing in excess of 58,500 pay cheques, and administered benefit programs for 2,633 employees. In addition, new responsibilities were added to personnel services in the area of ongoing pay and benefits administration. These included changes to pension adjustments (T4), travel health plan, and parental leave.

Expenditures by Sub-Appropriation

1(e) Personnel Services	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	794,600	21.39	783,700	10,900	
Other Expenditures	131,800		138,600	(6,800)	

Computer Services

The Computer Services Branch provides the Department with effective automated information exchange and processing systems. The Branch also assists the Driver and Vehicle Licencing Division through the Systems and Data Processing Branch.

Emphasis is placed on tasks having a high economic and social return on investment. The Branch often takes advantage of systems that have already been developed by other transportation or related jurisdictions in order to save development costs and time.

More that 1,000 computer programs were maintained during 1990/91 with more than 30 applications.

Significant revisions to the Construction Management System specifications were required as a result of the review of the specifications with the users. The system will be developed in several phases in 1991/92 and 1992/93. The computer equipment to support the Construction Management System has been acquired and is being used to support other distributed data processing applications.

Development of the Equipment Management System was completed and implementation was well in progress by year end.

The Branch is continuing to install Computer Assisted Drafting and Design capabilities. Workstations have been installed in three District Offices for drafting. IGrds capabilities have also been installed on the workstations and training has been delivered.

The Electronic Mail Pilot Program was completed. A plan has been approved to start implementing Electronic Mail for senior management positions in 1991/92.

Other activities included:

- Installation of In-house Publishing in the Communications Branch.
- Implementation of an Injury Illness System.
- Implementation of Flight Planning Service.
- Specifications for a Sign Inventory & Manufacturing System and Implementation of a Sign Inventory System.
- Introduction of Weigh-in-Motion technology.
- Studies were conducted for the enhancement of the engineering functions within individual sections. An engineering workstation was installed in the Materials & Research Branch for Geotechnical engineering.
- Numerous word processing studies were completed and new work stations added.
- Numerous business cases were prepared for additional micro-computer support.
- Support was provided on approximately 45 new design projects as well as support and maintenance/enhancements on existing automated systems.
- A study was conducted for the acquisition and use of a computerized system for capturing and analyzing weigh-in-motion data. A microcomputer workstation was installed and further system development will continue through 1991/92.
- The Department purchased and implemented several Total Station electronic theotolites for automated recording of terrain survey data. The interface between the Total Stations and the department's road design system has been started.
- 4,765 batch jobs were processed to Manitoba Data Services. The total number of records keypunched and key verified was approximately 1.4 million.
- Approximately 1.8 million on-line inquiry and update transactions were submitted against data bases of the Vehicle and Driver System and 143,398 against the Accounting, Procurement and Inventory Management System.

Expenditures by Sub-Appropriation

1(f) Computer Services	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	1,057,000	28.00	1,092,900	(35,900)	
Other Expenditures	374,300		509,200	(134,900)	

Occupational Health and Safety

The goal of the Occupational Health and Safety Branch is to reduce work related injuries and illnesses and Workers Compensation costs within the Department. This is accomplished through the development and implementation of health and safety policies; and programs that conform with Provincial and Federal Regulations; and recognized Health & Safety standards and practices.

The six major programs that the Branch administers are:

- Hearing Conservation Program which monitors the hearing of department employees exposed to excessive noise levels;
- Workplace Hazardous Materials Control Program which ensures employees are aware of the hazards and safe handling precautions of hazardous materials within the workplace;
- First Aid Training which trains employees on First Aid techniques;
- Safety Committee Training which ensures committee members are aware of their roles and responsibilities; and
- Workers Compensation Claims Management Program which monitors WCB Claims and integrates injured workers back into the workplace at the earliest possible date. (In addition, the Branch routinely develops and delivers specific health and safety training and awareness programs and related materials.)

The Department's "District Safety Award" was awarded to District 10, The Pas. The Mechanical Equipment Services "Shop Safety Award" was awarded to The Pas Shop.

Absences due to injury-illness in 1990/91 were 1,396 days lost compared to 1,151 days lost in 1989/90 and 1,873 days lost in 1988/89.

Expenditures by Sub-Appropriation

1(g) Occupational Health and Safety	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	176,400	5.00	181,000	(4,600)	
Other Expenditures	45,400		50,000	(4,600)	

Operations and Maintenance

Operations and Maintenance provides program management and specialized functional support services in tendering, bridge design and engineering to the Department's maintenance, and construction programs. It provides for the maintenance of Manitoba's primary and secondary road system and winter roads. It also provides uniform inspection of truck transportation to ensure compliance with The Highway Traffic Act.

Maintenance Program

The Maintenance Program's objective is to preserve the investment in highway facilities, accommodate highway users with a safe, uniform level of service, and conserve esthetic values.

To meet this objective in the 1990-91 year, the Department spent more than $55 million under 122 planned activities.

The Department placed more than 61,000 cubic metres of premix asphalt and approximately 1.8 million litres of sprayed asphalt on 11,000 kilometres of surfaced highways. Preventative maintenance played a larger role in the Department's maintenance efforts. This year 1,193 lane kilometres of highway were seal coated and 411,000 lineal metres of cracks were routed and filled. It is estimated that a seal cost placed at the right time can extend the useful life of a pavement by as much as seven years.

More than 8,600 kilometres of the Provincial Highway System have a gravel surface. A total of 390,000 cubic metres of gravel were placed and 437,000 pass kilometres were dragged in maintaining the surface of these roads. The Department also placed 4.7 million litres of dust palliative at 4,257 sites, which included homesites, busy intersections, railway crossings, and through towns and villages.

Approximately 15% of the Department's summer maintenance budget was dedicated to roadside care and the maintenance of drainage facilities. The annual highway clean-up campaign was very successful. One hundred sixty-three 4-H Clubs cleaned 1,970 kilometres of highway right-of-way collecting 10,919 bags of refuse. Department and private forces mowed 43,000 hectares this year in maintaining our rights-of-way.

Traffic signs are designed to catch the eye of the motorist, and they often become the measuring stick whereby the travelling public judges the condition of the highway system. This year 401,000 square decimetres of signs were replaced and 22,800 sign posts were painted in maintaining this highly visible component of the highway system.

The 1990/91 winter season was relatively uneventful with no major snow storms or icing conditions, resulting in significantly reduced expenditures from the previous year in winter maintenance. One million kilometres of road were plowed compared to 1.3 million kilometres the previous year. Approximately 88,500 kilometres of road were treated with de-icing chemical, representing a 66% decrease from the previous year.

White-out conditions occurring from time to time during winter storms along certain stretches of our system are hazardous to the motoring public and result in road closures that have a detrimental affect on the economic activity of the Province. The Department is investigating ways to alleviate these conditions. The Department participated in the planting of 110 kilometres of shelter belts along PTH 75 between Winnipeg and the U.S. border. A test section of high visibility delineators were in place on the Trans-Canada Highway west of Headingley this winter with very positive results. In addition, the Department awarded a contract to the private sector for the development of improved shelter belt configurations for the reduction of white-out conditions during these winter storms.

Expenditures by Sub-Appropriation

2(a) Maintenance Program	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	21,258,200	702.00	21,761,700	(503,500)	1.
Other Expenditures	33,277,900		33,736,300	(458,400)	1.

Explanation Number:

1. *Very favourable winter weather conditions resulted in a reduced requirement for winter highway maintenance.*

Winter Roads

The purpose of winter roads is to provide for lower cost transportation of bulk goods to remote communities during heavy frost conditions. An additional benefit has been the possibility of normal vehicle travel between communities during the winter.

Since 1979, the Department of Highways and Transportation has been funding and administering the construction and maintenance of winter roads through contracts with Indian Bands and other local groups. Prior to 1979, similar arrangements were made by the Department of Northern Affairs.

In 1990/91, contracts were awarded for construction and maintenance of 1,648 km of winter roads. Eleven contracts valued at a total of $2.664 million were cost-shared equally under the terms of a Canada-Manitoba cost sharing agreement through the Department of Indian Affairs and Northern Development. Four additional contracts worth $183,502 were funded solely by the Manitoba Government.

A total of 1,156 loads were hauled to the various communities on the winter road system east of Lake Winnipeg in 1990/91. This winter road, totalling 830 km, carried about 21.7 million kilograms. This compares with 744 loads and about 20.0 million kilograms hauled in 1989/90. The increase in loads for 1990/91 is largely due to smaller trucking units being used.

A total of 656 loads were hauled on the northern winter road system which is 818 km long. Approximately 11.8 million kilograms were hauled over the various sections of these winter roads in 1990/91. This compares to 770 loads and approximately 14.2 million kilograms hauled in 1989/90.

Expenditures by Sub-Appropriation

2(b) Winter Roads	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Other Expenditures					
100% Provincial	215,500		196,000	19,500	
Shared with Canada	3,240,600		3,004,000	236,600	
Total Other Expenditures	3,456,100		3,200,000	256,100	

Operations and Contracts

The Operations and Contracts Branch provides management, direction, technical support and control in the delivery of the highway construction and maintenance program. As well, Claims Investigation ensures that all claims for and against the Department are handled in a fair and efficient manner.

The Contracts Branch administers contracts pertaining to construction and maintenance projects carried out by private contracting agencies by ensuring the scheduling, preparing, advertising, awarding and payments of contracts. In doing so, it is necessary to ensure that the contracts are fair, consistent and enforceable, and that they properly protect the Government's interests and objectives.

This year 154 contracts valued at approximately $68.1 million were awarded for various types of work throughout the Province. Grading accounted for approximately $19.4 million; pavement accounted for more than $18.7 million; bridge projects totalled approximately $13.4 million; granular base course accounted for $9.6 million; gravelling accounted for approximately $5.9 million while miscellaneous items totalled approximately $1.1 million.

In addition, there were 191 construction orders awarded for road and miscellaneous work totalling approximately $6.7 million.

Approval to proceed with individual projects in the construction program was authorized by work orders. In total, 715 work orders were approved, authorizing work to start on projects valued at more than $142 million dollars. Of this amount, more than $108 million was expended. Construction contractors received some 1,714 payments valued at approximately $69.4 million.

The Branch was also responsible for establishing appropriate rental rate schedules for the hire of privately owned equipment and administered several hundred rate agreements with equipment owners throughout the fiscal year. Other responsibilities included the processing of applications for permission to place buried utilities under provincial highways; the compilation of tables and statistical information in the form of the Department's Annual Report and the Supplementary Report; tabulating statistical data for various agencies; and holding regular committee meetings to review and update construction specifications.

The construction program included a variety of activities such as grading, gravelling, bituminous and concrete paving, and acquisition of right-of-way.

Major projects included the continuation of the twinning of PTH 75:

- Grading, in preparation for twinning was done on PTH 75 from PTH 29 to the vicinity of Letellier and from PR 205 to the Morris River.
- Acquisition of right-of-way was in progress from south of PTH 14 to Morris.

PTH 1 (Trans Canada Highway) also saw a number of major projects:

- Base, concrete pavement and construction of a median divider were done on PTH 1 from west of the east Perimeter Highway to the east boundary of Winnipeg.
- Grading was done on PTH 1 and the PR 240 interchange along with the commencement of the construction of the interchange structure.
- Construction of a concrete barrier wall, curbing and a bituminous pavement overlay were completed on the west end of the Portage by-pass on PTH 1 from east of the CPR overpass to the Portage diversion.
- Bituminous pavement and shoulder gravel work was done on PTH 1 from east of the junction of PR 351 to east of PTH 5.
- The twinning of the Trans Canada Highway continued with the grading project from Oak Lake to 12 kilometers west.

Two major projects were undertaken on PTH 2 with bituminous pavement and shoulder work done between PR 244 to the west boundary of the Rural Municipality of South Norfolk, and between PTH 18 and the south junction of PTH 10.

Other major projects for the fiscal year were:

- Bituminous pavement and shoulder work on PTH 13 from PTH 1 to north of the south boundary of the Rural Municipality of Portage;
- Base and bituminous pavement on PTH 41 from south of PR 545 to west of the Assiniboine River;
- Base and bituminous pavement on PR 392 from east of Grass River to PTH 39;
- Bituminous pavement and a new median on PTH 100 between Symington Road and north of PTH 1E; and
- Shoulder widening and gravel of PTH 16 between PTH 10 and PR 250.

The Minnedosa truck stop/rest and tourist information centre area was constructed at PTH 10 and 16.

Kirkella, on the Trans Canada Highway near the Saskatchewan boundary, was the site of construction of a new tourist information/truck rest area. The Department provided the design, construction of roadways and parking lots for the facility.

During the 1990/91 fiscal year, Claims Investigation received 918 claims, of which 271 were closed as a result of payments made to the public. There were 67 investigations closed as a result of payments received by the Department. Due to lack of action, information or denial of responsibilities, 577 investigations were concluded. Fifty-five investigations remained outstanding.

The Department also operates a Highway Condition Information Service in Winnipeg, with 13 regional offices providing information on winter highway conditions and summer construction activities. The Department also provided winter highway condition information in two types of automated format using videotex as well as voice response technology.

Expenditures by Sub-Appropriation

2(c) Operations and Contracts	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	1,705,200	52.26	1,722,500	(17,300)	
Other Expenditures	310,400		350,500	(40,100)	

Bridges and Structures

The goal of the Bridges and Structures Branch is to provide for the design, construction and maintenance of bridges, grade separation structures, overhead sign structures and large culverts on highways and roads under the jurisdiction of the Department. These objectives are provided for through five major activities: inspection, maintenance, construction, planning and programming, and design.

Design Section

The Design Section designed a number of structures in the 1990/91 fiscal year which included:

- A three span, 72 m long continuous steel plate girder bridge on PTH No. 10 over West Baker's Narrows;
- A four span, 63 m long precast and reinforced concrete bridge on PTH No. 3 over Morris River;
- A single span, 25 m long precast and reinforced concrete bridge on PR No. 304 over Catfish Creek;
- A load rating and structural design for a widened superstructure on existing piers for a 135 m long bridge on PTH No. 75 over Morris River; and
- Numerous other structures which include economical modules of standardized PR type precast concrete channel girders, precast and cast-in-place concrete box culverts and corrugated steel pipe culverts.

Seven professional engineering consulting firms were retained by the Branch to work on twenty-three projects. Eleven of these were new projects begun in the 1990/91 fiscal year while twelve were continuations from the previous fiscal year. The services provided included bridge design, load-carrying capacity and strengthening studies, emergency evaluations, the development of sign structure standards and construction supervision. The Design Section supervised and worked with these various consultants on all aspects of the projects.

The Section continued its participation in AASHTO's Bridge Design System (BDS) Project which is providing a standardized inventory of computer design and analysis programs for major components of bridges. The Section also participated with the Canadian Standards Association (CSA) in the development of the first Canadian Highway Bridge Design Code.

Design also evaluated numerous structures for load-carrying capacity in conjunction with increased legal truck loading on interprovincial routes and overload truck permit applications.

Operations Section

The Operations Section performs inspection, maintenance and construction activities.

Inspection staff monitored, inspected and reported on 95 structures on PTH's and 485 structures on PRs in various districts; 10 structures on miscellaneous roads; and 15 overhead sign support structures and 10 cantilever sign support structures at various locations.

Maintenance crews worked on 163 separate projects throughout the Province, including: cleaning and painting, concrete deck patching, joint repairs, slope pavement and drainage repairs and guardrail rehabilitation.

A Bailey Bridge was also erected at Minago River (Jenpeg) for detour purposes.

Forty-five contracts involving 23 separate projects were tendered for construction, including overpasses at Portage la Prairie T.C.H. 1W. (16)/PR 240 and Winnipeg Perimeter PTH 101/7 (twin structures). Construction supervised and monitored four consulting engineering firms on construction projects.

More than $290,000 worth of material was issued from our stockpile at Beausejour for the construction, repair, and maintenance of Bridges and Structures.

Planning and Programming Section

In addition to participating in the program development process, the Section performed some of the following activities:

- The Department's diamond drill was utilized for subsurface soil investigation at 73 sites.
- Hydraulics and Geotechnical Studies were undertaken for 35 separate sites.
- Detailers and draftsmen prepared plans for 60 separate projects involving approximately 600 sheets of detailed plans.

Expenditures by Sub-Appropriation

2(d) Bridges and Structures	Actual 1990/91 $	Estimate 1990/91 SY	$	Variance Over (Under)	Expl. No.
Salaries	2,170,400	58.00	2,210,400	(40,000)	
Other Expenditures	675,100		657,100	18,000	

Transport Compliance

The Transport Compliance Section provides uniform inspection of motor carriers and compliance with The Highway Traffic Act, the Dangerous Goods Handling and Transportation Act, and regulations controlling truck transportation on Manitoba's highways. Elements are weights, dimensions, equipment safety, driver and vehicle licences, driver hours of service regulations, and placarding and documentation for dangerous goods.

A major new initiative in 1990/91 involved compliance with the driver hours of service regulations under the National Safety Code. In keeping with this initiative, the Department this year moved from a soft enforcement mode to hard enforcement of these regulations. Compliance rates have been more than satisfactory.

The Section ensures safe movement of overdimensional and overweight loads in accordance with permit provisions to minimize strain on highway infrastructure. It ensures movement of freight is carried out in accordance with public service operating authorities controlled by the Motor Transport Board. Eight hour detailed regional inspections of vehicles and cargo are undertaken at selected locations throughout the year to monitor trucking activities and ensure compliance with regulations. Other compliance agencies are invited to participate. The Section investigates complaints, interprets policies and statutes for the trucking industry and collects single trip and fuel tax fees.

Fifty-six operational and support staff operate 11 weigh stations. Manitoba is divided into 16 inspection territories, patrolled by compliance staff.

The purchase of 10 electronic portable weight scales, located both on and off highways, greatly improved the weighing of high volume traffic at minimum inconvenience to the trucking industry.

Approved regulatory principles in the RTAC Weights and Dimensions study were given the force of law

January 1, 1989. Incorporated into this initiative was the Department's policy on access roads to rural communities whereby increased loading is allowed subject to certain criteria. All indications show that this initiative has been well received by the trucking industry.

The frequency of overweight offences dropped significantly presumably due to the introduction of the new generation RTAC vehicles. Motor carriers may now use longer vehicles with more axles to increase their payload capacity.

There is a Central Permit Office in Winnipeg, operated 12 1/2 hours per weekday, which specializes in overdimensional, overweight permits to ensure the safe transportation of large pieces of equipment which cannot conform to The Highway Traffic Act. The office also issues various types of licencing permits as well. Fifteen regional offices also issue overdimensional and overweight permits. In 1990/91, 580,864 vehicles were processed compared with 501,866 vehicles in 1989/90. Total revenue generated in 1990/91 was $839,471.05 compared with $788,415.90 in 1989/90.

Expenditures by Sub-Appropriation

2(e) Transport Compliance	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	1,690,200	55.00	1,705,000	(14,800)	
Other Expenditures	339,500		388,800	(49,300)	

District Offices

The 13 district offices provide management, administration and field engineering services to deliver the construction and maintenance of the provincial highway and road network, winter roads, LGD roads and grant-in-aid programs to municipalities within their districts.

1990/91 saw the establishment of a 13th district office in Thompson. The purpose of establishing this office was to improve the delivery of the construction and maintenance program in northern Manitoba; provide closer supervision and direction of staff; and improve recruitment and retention of staff.

Specific activities at the district offices included the identification of priorities, preparation of project proposals, liaison with central office on policy standards and procedures, construction supervision, coordination of field engineering and maintenance operations and monitoring of contract work to ensure quality control and adherence to specification standards.

Accomplishments of the district offices for 1990/91 are contained in the Operations and Contracts section, beginning on page 20.

Expenditures by Sub-Appropriation

2(f) District Offices	Actual 1990/91 $	SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	7,870,100	236.00	7,832,300	37,800	
Other Expenditures	1,262,000		1,259,500	2,500	

Other Jurisdictions

This Section provides specialized services to other government departments, cities, towns, villages, rural municipalities, local government districts, the federal government, crown corporations and private citizens.

It provides road construction and maintenance service to other jurisdictions on a 100% cost recoverable basis. It also provides specialized equipment services not readily available from the private sector and for construction programs of other jurisdictions to be incorporated into provincial construction projects on a 100% recoverable basis.

Work in this section includes building and maintaining roads for Manitoba Hydro or the federal government; constructing streets in towns and villages; and snowplowing private access roads on an accounts collectible basis.

Expenditures by Sub-Appropriation

2(g) Other Jurisdictions	Actual 1990/91 $	SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	776,700	18.00	607,000	169,700	1.
Other Expenditures	3,532,000		2,910,000	622,000	1.
Less: Recoverable from Other Appropriations	(1,231,500)		(1,297,000)	65,500	

Explanation Number:

1. *The increase in gross expenditures is mainly due to an increase in work performed for Manitoba Hydro in regards to the Leslie Creek highway crossing and the Conawapa access road for which costs are 100% recoverable from Manitoba Hydro.*

Planning, Design and Land Surveys

The goal of the Division and its five Branches is to ensure that highway plans and designs are prepared in keeping with the Department's objectives of creating safe, efficient, and environmentally sound transportation facilities and to collect supporting data and prepare construction programs to that end.

Highway Planning Branch

The Highway Planning Branch was involved in two major studies this year.

- The completion of a consultant study for the twinning of PTH 75 (PR 205 to U.S. Border) to an expressway standard. The study determined the most appropriate highway locations as well as environmental and socioeconomic considerations. The Manitoba Government has approved the study's recommendations.

- The Province participated both in cost sharing, and as members of the Steering Committee on a project commissioned by the Town of Selkirk for the planning of PTH 9A and Manitoba Avenue in Selkirk.

Safety rest stop areas, the control line study, bicycle path policies, very low volume road design policy, PR 340 Extension (PTH 1 to 16), interchange priority lists, Interlake Provincial Road priorities, PR 340 (south of PTH 2), are examples of the scope of the Planning Branch work.

The Branch also reviewed more than 835 land use and development proposals adjacent to the provincial highway system. Those included subdivision applications, Crown land management, zoning bylaws, land use documents and development plan amendments, as well as road closing and opening bylaws. The Branch also participated in land use committees, Municipal Board hearings, and various meetings with developers, municipalities and planning districts' boards.

One hundred thirty-one departmental projects were reviewed for environmental licencing purposes. Fifty-nine of the projects are still the subject of on-going reviews. Of the remaining projects, twelve required environmental licences. Ninety-nine non-departmental applications for Environment Act Development Licences were also reviewed for their impact on Provincial Highways.

Highway Programming Branch

The Highway Programming Branch undertook work in a number of areas including:

- Highway inventories for PTHs and PRs were updated. Work continued on the computerization of the PR inventory, which is now 95% complete.

- The annual three year highway improvement plan, comprised of backlog projects and new projects, identified by both the Needs Study Program for PTHs and by the district forces for PRs was developed. The annual highway construction program was subsequently formulated to address the most critical needs for highway improvements, and meet current and anticipated transportation demands.

  The 1990/91 approved highway capital construction program included 188 projects; with 62 pre-engineering projects; 56 upgrading projects; 21 structural projects; and 48 surfacing projects for a total cost of $112.5 million.

- Reviewed and commented on 360 Manitoba Telephone System buried cable proposals, 41 local gas pipeline proposals and six interprovincial pipeline proposals.

- Prepared railway crossing plans and made eight applications to railway authorities and one application to interprovincial pipeline for approval to construct or reconstruct highways across their facilities.

- Coordinated and monitored the management of land needs for provincial highway improvement and related purposes. This includes acquisition of land for Highways, the disposition of property surplus to Department requirements, leasing property, processing utility right-of-way easements, encroachment agreements and road allowance permits authorizing various methods of seismic testing to be carried out on provincial highway rights-of-way.

Planning Support Branch

The Planning Support Branch's main activity is the gathering and processing of traffic data including:

- Compiling the Annual Average Daily Traffic Flow Map and the related Traffic Statistics Book from field operations.
- Traffic classification studies at 22 locations on a seasonal basis to identify the volume of different vehicle classes using the highways.
- Detailed traffic data was supplied for the international Strategic Highway Research Program currently being conducted at eight selected Manitoba sites.
- Thirty-three special one-day turning movement counts for traffic signal, pedestrian corridor or intersection design studies.

The Branch also made representations at 55 Traffic Board hearings at which 314 applications were reviewed for structure or access permits along PTHs. 296 similar permit applications along PRs were also reviewed by staff.

The Branch also has the responsibility for financial control for the Division.

Design Branch

The Design Branch provides, ensures and maintains standards for the safe and efficient design of highway facilities; provides design expertise within the Department, in particular to the district offices; and undertakes and manages the design of complex and specialized highway facilities. The Branch maintains, reviews and advises on all district design work, (this year for sixty-eight separate projects). The districts perform the majority of basic, highway designs with the advice and assistance of the Branch although complex problems are handled directly by the Design Branch.

Complex projects managed by the Design Branch included:

- PTH #15 Functional Design Study (PTH #101 to PTH #12).

  A consulting firm was engaged to develop long range plans for the development of PTH #15 to a four lane divided highway standard where appropriate. Study completion is slated for 1991/92.

- PTH #1E Functional Design Study (Vicinity of Falcon Lake).

  A consulting firm was engaged to undertake a study for the functional design for the development of PTH #1E (Trans Canada Highway) to extend the existing four lane highway. The project limits were from the east end of the exiting four-lane highway to approximately 1 km east of the Falcon Lake entrance. Study completion is slated for 1991/92.

- PTH #3 and PTH #14 Detailed Design

  In conjunction with district staff, Design Branch staff were responsible for preparing the detailed design of this proposed four-lane corridor.

The Branch is also responsible for maintaining a departmental drafting service. Throughout the year maps, sketches and plans are prepared to meet various divisional and departmental needs. This work included reprinting of the 1990/91 Official Highway Map. The Access Control Plans, Municipal mapping and Traffic Flow maps were also updated.

Expenditures by Sub-Appropriation

3(a) Planning and Design	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	1,846,900	49.00	1,915,200	(68,300)	
Other Expenditures	422,000		396,500	25,500	

Land Surveys

The Land Survey Branch conducts legal surveys of right-of-ways required for highway projects. The Branch prepares and registers, in the Land Titles Office, plans showing land to be acquired for highway projects. It prepares and registers Orders of the Minister of Highways and Transportation for the closure of public roads. The Branch also prepares and processes declarations and abandonments of PTHs and PRs.

The major projects surveyed during the 1990/91 year were; PTH 1 from Routledge to Virden; PTH 3 and PTH 14 from Winkler to Morden; PTH 9 from PTH 101 northerly; PTH 44 from PTH 12 to Beausejour Access Road; and PTH 75 from Morris north and from St. Jean to Letellier.

Most of the Branch's field and office activities increased substantially during 1990/91 primarily due to the large number of rail line abandonment surveys required during the year.

The Director of Land Surveys served on the Canadian Council of Geomatics.

Expenditures by Sub-Appropriation

3(b) Land Surveys	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	1,216,700	36.00	1,220,000	(3,300)	
Other Expenditures	286,200		299,500	(13,300)	

Engineering and Technical Services

Engineering and Technical Services provides program management and specialized functional support services to departmental programs. It provides for the operation and maintenance of northern airports as well as freight, passenger and vehicle ferry service in Northern Manitoba. The Division also operates the Manitoba Government Air/Radio Service which is responsible for the fleet of provincial aircraft and for radio communications systems for government departments and agencies.

Management Services

Management Services provides management advice and direction to the five branch directors within the Division, and advises the Minister and the Deputy Minister on matters related to the Division.

In 1990/91, the more primary demands were the highway construction program, the updating of management practices and systems within the Mechanical Equipments Services Branch and management training for senior divisional staff.

Expenditures by Sub-Appropriation

4(a) Management Services	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	130,200	3.00	131,200	(1,000)	
Other Expenditures	22,300		18,700	3,600	

Mechanical Equipment Services

The primary role of Mechanical Equipment Services is to ensure the timely availability of the specialized mechanical equipment required to support the Department's highway construction and maintenance programs. It also provides equipment and services necessary to support the activities of other sections and departments.

During the fiscal year, the Branch managed and maintained the large decentralized equipment fleet utilized for highway maintenance throughout the Province, as well as equipment required to maintain airports. It operated a network of maintenance garages and warehouse facilities in Winnipeg, Brandon, Beausejour, Dauphin, The Pas and Thompson, and a small satellite facility in Swan River.

Training programs were conducted to upgrade the skills of the Department's equipment operators and to ensure compliance with the National Safety Code and other regulations and procedures to be followed when handling and transporting hazardous or regulated materials. Similar training was also provided for personnel from other government departments.

Mechanical Equipment Services personnel and equipment were also available to combat flood, forest fires, or other emergency situations.

Equipment and operating personnel assisted in the movement of refrigerated semi-trailers used by Natural Resources to transport seedlings for reforestation projects.

Development and implementation of a computerized Equipment Management System continued during the fiscal year.

A new 3-bay equipment storage building was constructed at the Gillam district yard.

Expenditures by Sub-Appropriation

4(b) Mechanical Equipment Services	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	7,483,100	255.26	7,963,400	(480,300)	1.
Other Expenditures	11,010,900		10,947,600	63,300	
Less: Recoverable from Other Appropriations	(20,570,800)		(21,677,000)	1,106,200	1.

Explanation Number:

1. *Very favourable winter weather conditions resulted in a reduced requirement for Winter Highway Maintenance activities performed on behalf of and recovered from the Maintenance Program.*

Warehouse Stores

The Warehouse Stores Section of Mechanical Equipment Services has the responsibility of ensuring the economic availability of materials, supplies, and equipment repair parts to the Department at various strategic locations around the Province.

A computerized procurement and inventory management system is used to control inventory levels which have been reduced over the past few years as the system allows for a more rapid turnover of stock and monitoring of usage levels.

Expenditures by Sub-Appropriation

4(c) Warehouse Stores	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	469,600	15.00	471,000	(1,400)	
Other Expenditures	104,100		138,900	(34,800)	
Purchases	5,874,000		6,700,000	(826,000)	1.
Less: Recoverable from Other Appropriations	(5,899,000)		(6,700,000)	801,000	1.

Explanation Number:

1. *A reduction in Winter Highway Maintenance and Sign Shop activity has resulted in a decreased demand for the purchase and issue of repair parts, tires and traffic sign material inventories.*

Northern Airports

The Northern Airport Program provides for the operation and maintenance of airports and all auxiliary facilities in remote and isolated communities of northern Manitoba, in consideration of communities' transportation and emergency needs.

The Province of Manitoba operates and maintains 31 airports of which 22 are staffed and have regular scheduled air service. The remainder are unstaffed emergency airstrips.

In addition to the regular operation and maintenance of the airports, a number of upgrading projects were implemented.

These included the runway improvements at the God's River Airport; installation of the non-directional beacon (N.D.B.) at St. Theresa Point Airport; crushing and stockpiling of traffic gravel at the God's River Airport; construction of fuel compounds at Brochet, Lac Brochet, God's Lake Narrows, Little Grand Rapids, Shamattawa and Tadoule Lake airports; and hauling gravel to the Red Sucker Lake Airport.

Total passenger movements of 166,000 represents a 4.1% decrease over the past year. Total freight of 7,500 tonnes shows a decrease of 21.9% while total aircraft movements of 67,000 shows a slight increase of 3.1% over the past year.

In conjunction with airport operations, the Department is under contract with Atmospheric Environment Services Canada to provide weather observation and reporting at Norway House, Berens River and Island Lake. This program provides valuable information to pilots using remote airports in northern Manitoba.

Extensive training in regional airport manager development, emergency response services, first aid, equipment operation, stress management and health, and essentials of supervision was provided by the Branch's two staff development officers from the Training Centre at Beausejour.

Expenditures by Sub-Appropriation

4(d) Northern Airports	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	2,950,200	94.26	2,984,000	(33,800)	
Other Expenditures	1,731,800		1,575,000	156,800	1.

Explanation Number:

1. *The increase is mainly due to the unexpected increase in fuel costs resulting from price increases and a fuel surcharge from Manitoba Hydro for diesel generated electricity.*

Marine Services

The Department owns and operates seven ferries (four cable ferries and three motor vessels), to provide a transportation link to the provincial road system for the movement of people and goods to and from several remote communities.

The ferries operates from spring breakup (late April or early May) until freeze-up (mid-November), serving the communities of Norway House, Cross Lake, South Indian Lake, York Landing, Matheson Island, Princess Harbour and Bloodvein.

One cable ferry, the C.F. Thomas A. McIvor, has been out of service for a number of years due to the installation of a bridge in the community of Cross Lake. This larger cable ferry was upgraded and overhauled in 1989/90 and was installed at Matheson Island during the 1990/91 season. The cable ferry formerly servicing Matheson Island (the C.F. Ingemar Carlson) has been placed in storage.

Use of the ferry service during the summer of 1990 showed an increase over the previous year. Although total vehicle movements decreased by 4.2%, total passenger movements showed a 25.6% increase over the past year.

Expenditures by Sub-Appropriation

4(e) Marine Services	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	590,900	16.38	616,000	(25,100)	
Other Expenditures	432,900		405,900	27,000	

Materials and Research

Materials and Research provides design, testing and other technical services to assure the adequacy of road and airfield foundations and surfaces.

The Branch investigates, tests and inspects all materials used in the construction and maintenance programs. It also ensures adequacy of materials and specifications.

The level of activity remained high in 1990/91 due to the continuation of a large construction program requiring technical support in all activity areas.

The gravel pit rehabilitation program was continued and 12 gravel pits were successfully returned to environmentally and aesthetically acceptable condition. The input of gravel resource data continued until the capacity of the existing electronic system was reached. Acquisition of greater capacity equipment will enable the completion of this valuable file.

Activities continued in the research area and two new sites were constructed as part of the Canadian and U.S. Strategic Highway Research Programs. These sites provide surfaces for the study of the effectiveness of various pavement overlay thicknesses and surface treatments.

The surfacing materials section continued to provide mix designs and technical assistance to paving projects including mobile laboratory and coring services. The approximately 564,000 tonnes of bituminous pavement placed required 28 mix designs. There were 35 concrete mix designs required by the 23,000 lineal

meters of curbing and 73,000 square meters of concrete pavement.

Participation continued in asphalt paving mix exchange programs as well as various aspects of the Strategic Highway Research Programs. Field testing equipment, including nuclear density units, was provided to all Department projects as required for quality control testing.

Drilling and sampling was carried on to provide design data and slope indicators were monitored at a number of sites.

Tests performed on materials were 25% higher than the previous year reflecting greater emphasis on soil, asphalt binder and surfacing samples.

Expenditures by Sub-Appropriation

4(f) Materials and Research	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	1,373,400	39.26	1,420,000	(46,600)	
Other Expenditures	289,100		283,900	5,200	

Traffic Engineering

The goal of the Traffic Engineering Branch is to ensure that all traffic control devices are designed, installed and maintained to established standards on the provincial highway system, in order to achieve the safe and efficient movement of people and goods.

Traffic control devices include all types of signs, signals and pavement markings. These functions are accomplished through a head office staff, a province wide traffic signal crew, six roving pavement marking crews based in Winnipeg, Brandon and Dauphin, and the sign manufacturing facility located in Dauphin. Branch staff also conduct studies respecting speed limits and traffic accidents, and maintain the traffic accident files for all PTHs and PRs.

Electrically operated traffic control devices (traffic signals, pedestrian corridors and flashing beacons) are installed and maintained by a Winnipeg based traffic signal crew. Private contractors are employed in the remote communities to service and maintain these devices.

Total annual operating costs including electrical energy were $475,000.00 for all maintenance activities.

Installation of vehicle activated traffic signals on PTH 100 at Waverley Avenue, started in 1989, was completed.

Vehicle activated traffic control signals were installed on PTH 10 at the junction of PR 459 in the City of Brandon. These signals utilize state of the art control equipment, advance warning signals, break away safety bases and safer setback distances for support standards.

Vehicle activated traffic control signals were installed on PTH 12 at the intersection of Park Avenue in the Town of Steinbach. These signals feature left turn green arrows to facilitate access to a major shopping mall adjacent to PTH 12.

Vehicle activated traffic control signals were installed on PTH 32 at Roblin Boulevard in the Town of Winkler.

A pedestrian corridor was installed in Steinbach on PTH 12 at MacKenzie Avenue.

The cost of the pavement marking retracement program, which included 11,878 kms of centre/lane lines and 4,034 kms of edge lines, was approximately $1.8 million. The average applied cost of traffic paint was $113.12 per km and 338,272 litres were applied.

There was also the continued experimental use of latex traffic paints; further evaluation of black markings on light pavement surfaces to contrast the pavement markings; and temporary raised pavement markers were used experimentally.

Intersection illumination was installed at 10 locations within the Province, at a total cost of $78,000.

All traffic signs utilized by Highways and Transportation and many other departments and agencies are manufactured in the Dauphin Sign Shop. Three types of signs are manufactured; sheet signs, panel signs and plywood signs. Approximately 13,860 signs were manufactured with a total signage area of 7,365 square metres.

During the fiscal year 1990/91, speed limit reviews were conducted at 41 locations in the Province and submitted to the Highway Traffic Board for consideration.

As of March 31, 1991, there were 27 requests for speed limit reviews outstanding. This backlog will be addressed during the next fiscal year.

In the calendar year 1990, there were 6,821 reported accidents on PTHs and PRs. This represents an increase of 3.5% from the total accidents reported in the 1989 calendar year. The initial interpretation of these numbers indicates this increase is primarily due to a greater number of reported wild animal accidents.

A total of 32,364 accidents were reported on all roads in the Province during 1990. This is a decrease of 3.4% from the 33,487 accidents reported in 1989.

Expenditures by Sub-Appropriation

4(g) Traffic Engineering	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	1,357,100	42.00	1,395,500	(38,400)	
Other Expenditures	4,219,600		4,417,500	(197,900)	1.
Less: Recoverable from Other Appropriations	(776,800)		(1,000,000)	223,200	1.

Explanation Number:

1. *The decrease in expenditures and recoveries is the result of lower Sign Shop activity due to reduced signage requirements primarily by the Maintenance Program.*

Government Air/Radio Branch

Air Services

Air Services operated 11 provincially owned, and one leased aircraft in 1990/91. It provided passenger/ cargo transportation; Lifeflight Air Ambulance and Northern Patient Transportation services; aerial support for forest fire suppression; and Natural Resource's night patrol operations.

Air Services operated from year-round bases in Winnipeg and Thompson.

In support of the Natural Resource's forest fire fighting program, aircraft were temporarily dispatched from Lac du Bonnet, Gimli, The Pas, Island Lake, and Flin Flon.

When Government Air Service aircraft were not able to accommodate all charter requests, flight agents made arrangements with certified, commercial air carriers.

In 1989/90 and 1990/91, Air Service's aircraft completed:

	1989/90	1990/91
Total Flight Hours	6,279	4,790
Distance Flown (KMS)	2,010,856	1,625,616
Passengers Carried	6,190	6,265
Freight/Cargo (KGS)	483,838	338,870

The decrease in flying was due mainly to the low forest fire activity.

CL215 Activity

	1989/90	1990/91
Total Flight Hours	1,698	603
Waterbombing Drops	10,998	1,993

Under the Federal-Provincial Co-operative Supply Agreement, the Province operates one CL215 waterbomber under lease from the Federal Government. The aircraft forms part of the National Air Tanker Fleet.

Lifeflight Activities

Since 1998/89, the insured air ambulance program has also been providing out-of-province medical service. Thirty-two patients were transported in 1989/ 90 to out of province medical facilities, with 30 patients transported in 1990/91. Physicians continue to accompany the flight nurse, when required.

Combined in-province and out-of-province medical flight statistics:

	1989/90	1990/91
Total Flight Hours	1,104	1,100
Distance Flown (KMS)	604,320	611,032
Patients Carried	717	719

General Statistics

The Lifeflight Program accounted for 38% of all flights, up 6,712 kms from 1989/90, to a total of 611,032 kms. Natural Resources accounted for 16% of all flights, with 266,264 kms; down 335,376 kms from the previous year.

The Department of Health's utilization was 10% of all flights, with 158,008 kms, a decrease of 3,891 kms from the previous year.

Since its inception in 1932, Air Services has flown a total of 54,850,139 kms.

Radio Services

Radio Services' objectives are to research radio communications requirements, both fixed and mobile, for government departments and agencies. It also initiates equipment orders and submits licencing information for approval to the federal Department of Communications.

Radio Services is also responsible for providing technical advice on radio communication networks to the Provincial Radio Communication's Committee.

Radio technicians in Winnipeg, Dauphin and Thompson provided routine equipment installations, removals, maintenance and repair for government owned communications equipment, lightning detection sites and automatic weather stations.

Radio licence accounts were established for all user departments and branches, to provide an efficient means for renewal and distribution of radio licences. Existing systems were expanded and upgraded for the Departments of Highways and Transportation, Natural Resources, and Government Services, in southern Manitoba.

The Dauphin Radio Shop is involved in the expansion and upgrading of the radio repeater system used in conjunction with two way radio communications in western and northwestern Manitoba. Biweekly radio service trips are ongoing in The Pas area.

The Thompson Radio Shop is responsible for the installation, maintenance and repair of non-directional radio beacons at the government's northern airport sites. Construction of radio consoles and tower upgrading is ongoing for the Departments of Highways and Transportation and Natural Resources. A new shared repeater site has been established at Sundance, to provide communication for Department of Highways and Transportation's construction of the road to the Manitoba Hydro Conawapa project.

Expenditures by Sub-Appropriation

4(h) Government Air and Radio Services	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	3,831,200	86.00	3,861,200	(30,000)	
Other Expenditures	4,734,800		5,865,300	(1,130,500)	1.
Less: Recoverable from Other Appropriations	(6,820,700)		(7,251,000)	430,300	1.

Explanation Number:

1. *The decrease is primarily due to decreased water bomber activity resulting from a below normal forest fire season.*

Transportation Policy, Programs and Research Division

The Division provides policy advice and options on transportation issues; promotes Manitoba's position before the Federal Government and its agencies; responds to requests for information and assistance on transportation issues and defends Manitoba's interests in regulatory proceedings. The Division also provides research and analysis of the effectiveness, efficiency and impact of various transportation modes within the Province. It provides grants under the Southern Manitoba Airport Assistance Program as well as the Transportation for the Mobility Disadvantaged in Rural Manitoba Program. Churchill, northern, and agricultural transportation issues continue to be a major focus.

Policy Branch

Transportation Policy supports the Division's mandate by assisting in the development of the policies and regulatory environment through which Manitoba's transportation goals are achieved.

The Policy Branch was successful in its appeal to have Section 58 deleted form Bill C-38, an act to amend the Federal Court Act. The effect of this venture was to prevent excessive and needless time and expense being incurred in legal proceedings and appeals on transportation matters.

When a review of the Federal Government's Cost Recover Policy estimated that the total incremental additional cost for air services in Manitoba would be in excess of one million dollars per year, a submission was put forth to the federal minister requesting amendments to the proposal.

Resources were expended in dealing with rail passenger issues, including efforts to have rail passenger service reinstated to cottage communities in eastern Manitoba and northerwestern Ontario. The provision of alternative road access is also being explored and studies are to be initiated by the Federal Government to determine the cost of providing roads to these isolated communities. A comprehensive submission was prepared for presentation to the Royal Commission on Passenger Transportation.

A submission covering air bilaterals was submitted to the Federal Minister of Transport. Transportation Policy also participated with the other western provinces in the development of a joint position paper, outlining the role regional development impacts should play in international air bilaterals.

Participation continued in the development of a nation wide computer reservations systems policy proposal which is being designed to protect the travel industry.

The Division became active participants on the Taskforce which is investigating the feasibility of acquiring the Winnipeg International Airport and the St. Andrews Airport and operating them under the direction of a local airport authority.

To prevent incompatible land use encroachments on the Winnipeg International Airport, Transportation Policy continued working on a tripartite committee which developed recommendations for a comprehensive policy to protect the Winnipeg International Airport as well as all other Manitoba airports.

The Branch also continued to work with the truck, rail and air modes in efforts to curb U.S. carrier dominance and to defend the interests of Manitoba based carriers and transport sector employees.

Efforts continued in promoting the Port of Churchill and the Hudson Bay route, including the upgrading of the rail line to covered hopper car standards, lobbying for increased grain exports, and monitoring rail car supply. Transport Canada was also encouraged to effect improvements to the Churchill aircraft hangar and passenger terminal to prevent its closure.

Programs Branch

Transportation Programs administers the Southern and Northern Airport Assistance Programs, designed to assist municipal airports in their safe operation, through the provision of operating grants. During 1990/91, grants totalling $59,400 were provided to 25 municipal airports in southern Manitoba and to Leaf Rapids in northern Manitoba.

The Technical Assistance Program, also administered by Programs, provides technical support to individual industry, organizations and government departments, to ensure the industries and people of Manitoba receive maximum benefit from a sound and efficient transport system. During 1990/91, 92 requests for information and assistance were addressed.

Research Branch

The Transportation Research Branch provides economic research and technical analysis of transportation issues affecting the Province. Research also responds to more immediate requests for statistical information and technical advice on transportation issues.

The Branch participated with the other western provinces in a study of the developmental needs of western ports to develop a position from which to lobby the Federal Government for improvements. Manitoba was responsible for providing a forecast for grains and specialty crops. Phase I of the study has been completed.

Research developed a framework to monitor the impact the 1987 National Transportation Act and Motor Vehicle Act on the transportation sector in Manitoba. During 1990, an analysis of the deregulation of the trucking industry was performed. As well, air service data was updated. The information will be used to provide input to the annual review of both acts and the 1992/93 comprehensive review mandated by federal legislation.

The Branch also reviewed the Saskatchewn Road-Rail Vehicle Project and examined its applicability for Manitoba. The conclusions will be used to formulate future policies on the operation of short line railways in Manitoba.

Research was consulted by the National Transportation Agency in their setting of the 1991/92 rail freight rates for grain. One of the major issues was the level of the cost of capital. The Branch analyzed Canadian Pacific Ltd.'s submission on that subject and filed a response to the Agency indicating that the rate should be lower.

Research also undertook a study to investigate the consequences for Manitoba's transportation industry of a Canada-Mexico-United States Free Trade Agreement and concluded that the Manitoba trucking industry could experience increases in the demand for services; experience increased competition from the United States and Mexican carriers; and, witness increases in merger and acquisition activities.

Additional research activities included determining the impact of the closure of Highway Number 1 West for a day between Winnipeg and Elie due to a snow storm.

Assistance was provided to a number of groups including; the Energy Strategy Working Group of Manitoba Energy and Mines in developing an Energy Strategy Workbook; the Driver and Vehicle Licencing Division in their evaluation of their Driver Improvement Program and the development of Physically Disabled Persons Parking Legislation; and to the Agricultural Advisory Council on the issue of the Method of Payment.

Expenditures by Sub-Appropriation

5(a) Transportation Policy and Research	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	722,000	19.00	794,000	(72,000)	
Other Expenditures	136,600		175,600	(39,000)	
- Grants/Transfer Payments	360,900		360,900	0	
Total Other Expenditures	497,500		536,500	(39,000)	

Rural Transportation Grants for Mobility Disadvantaged

The Program for Transportation of the Mobility Disadvantaged in Rural Manitoba provides start-up, operating and capital grants in support of municipality sponsored handivan services providing transportation to the mobility disadvantaged. The program reacts to community initiative and is designed to be flexible to permit communities to establish a service which meets their unique and diverse needs at the lowest cost possible.

During 1990/91, the Department assisted 40 municipal-sponsored handivan services, an increase of two new services over the previous year. A total of $376,507 was paid in the form of start-up, capital and annual operating grants.

The communities currently sponsoring handivan services have a combined population of 207,000 people, representing 47% of Manitoba's rural population. In 1990, 119,112 trips were provided, covering a distance of 582,530 kilometres. This reflects a small decrease (.006%) in the number of trips and a 7.5% increase in distance travelled over the previous year.

Trips were taken for a variety of reasons. During 1990, 25% of the trips were to transport people to work. Trips for adult day care and medical appointments accounted for another 31% while the remaining 43% were for other purposes including shopping, recreation and visiting. Data suggests that there is an increasing trend for the handivans to be used for trips contributing to an "improved quality of life".

The average cost per trip in 1990/91 was $8.34, up slightly from $7.78 in 1989/90.

The program has contributed significantly to enriching the lives of the mobility disadvantaged and has permitted them to remain in their own homes for longer than would otherwise be possible.

Expenditures by Sub-Appropriation

5(b) Rural Transportation Grants for the Mobility Disadvantaged	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Other Expenditures					
- Grants/Transfer Payments	376,200		463,900	(87,700)	

Driver and Vehicle Licencing

The Division administers highway safety programs through driver improvement, safety, public information and driver testing, and maintenance of records on drivers involved in accidents and convictions for traffic violations.

It implements and monitors comprehensive codes of performance standards for the safe operation of commercial vehicle in a uniform, consistent manner pursuant to the National Safety Code.

It also provides for those matters relating to driver and vehicle registration not specifically delegated to the Manitoba Public Insurance Corporation.

Management Services

The goals of Management Services are to provide overall direction for all aspects of highway safety, vehicle registration, and driver licencing and to provide support services for operating programs through financial and administrative services, staff training, research and statistics, system development, and data and word processing.

Expenditures by Sub-Appropriation

6(a) Management Services	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	2,611,100	80.09	2,519,000	91,200	
Other Expenditures	2,149,400		2,284,300	(134,900)	
- Grants/Transfer Payments	151,300		151,300	0	
Total Other Expenditures	2,300,700		2,435,600	(134,900)	

Licencing

The goals of the Licencing Branch are the issuance and renewal of driver licences and vehicle registrations (in concert with the Manitoba Public Insurance Corporation), the maintenance of vehicle safety standards, and the delivery of vehicle safety inspection services for commercial vehicles, school buses and ambulances.

In 1990/91, the Licencing Branch served 699,439 drivers and issued 893,668 vehicle registrations. The Branch carried out 114,912 searches of the Motor Vehicle Records on behalf of the law enforcement system and the general public; issued 25,917 proportional registrations under the Canadian Agreement on Vehicle Registrations; and issued 2,019 Motor Vehicle Dealer Licences and Salesman Permits.

The major new initiative planned for 1990/91 was implementation of a photo driver licencing system. This objective was successfully met, with implementation taking place on January 2, 1991.

Expenditures by Sub-Appropriation

6(b) Licencing	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Salaries	1,707,500	57.03	1,705,900	1,600	
Other Expenditures	886,300		1,117,300	(231,000)	1.

Explanation Number:

1. *The decrease is mainly due to lower than anticipated costs for the Photo Licencing Program, licence plate inventory purchases, and vehicle and travel related expenses.*

Safety

The objective of the Safety Branch is to establish and administer highway safety programs in order to enhance safe vehicle operations in the Province.

In 1990/91, the Safety Branch conducted 91,877 written and road tests and recorded 33,496 suspensions and prohibitions, 129,236 traffic convictions. It also conducted 11,691 driver improvement and reinstatement interviews and 5,254 driver control show cause hearings, and processed 10,111 alcohol and drug abuse reports and 35,900 medical reports.

New Initiatives for 1990/91 included:

- Legislative amendments were submitted to ensure the Registrar can withhold a licence as a result of out-of-province fines owing.
- Driver Testing offices were expanded from two to three offices in Winnipeg to provide more convenient locations for test applicants to take their examinations and renew their driver licences. In addition, all testing offices throughout the Province were modified to introduce photo licencing.
- Class 1 (semi-trailer) testing will be enhanced with the addition of a backing up exercise in recognition of the new testing standards developed for the National Safety Code.
- Effective April 1, 1990, the Driver Improvement and Control Section began an evaluation of the recently introduced Responsible Driver and the Driver Improvement Workshops. A final report is expected in 1994.
- To meet the revised medical standards brought in by the National Safety Code, the Branch has been making preparations to review The Highway Traffic Act to accommodate the new standards.

Expenditures by Sub-Appropriation

6(c) Safety	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Salaries	4,430,100	146.13	4,256,500	173,600	
Other Expenditures	681,000		779,600	(98,600)	

MPIC Cost Sharing

This funding sub-appropriation covers the Division of Driver and Vehicle Licencing's (DDVL) share of the costs with the Manitoba Public Insurance Corporation (MPIC) of commissions paid to authorized Vehicle Registration/Insurance Agents.

MPIC pays vehicle agents a commission for each new issue and renewal of a vehicle registration/ insurance certificate. This commission is equal to 5% of the basic insurance premium assessed on the certificate. DDVL reimburses MPIC a set fee for each transaction handled by agents, thereby reducing MPIC's overall costs.

In 1990/91, the fee paid to MPIC was $3.27 per transaction. Initially, it was estimated that DDVL's share of commissions for the 1990/91 fiscal year would amount to $3,087,300. However, the actual costs totalled $2,936,700, some $150,600 under the projection.

Expenditures by Sub-Appropriation

6(d) Manitoba Public Insurance Corp. Cost-Sharing Agreement	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Other Expenditures	2,936,700		3,087,300	(150,600)	

Transport, Safety and Regulation

Transport Safety and Regulation implements and monitors minimum safety performance standards for bus and commercial truck operators under National Safety Code guidelines. These guidelines are aimed at preventing the deterioration of highway safety as a result of the deregulation of interprovincial trucking.

A description of the National Safety Code and its impact on carriers and drivers has been included in the latest revision of the professional driver's handbook. A system was developed and implemented for the purpose of assigning and issuing National Safety Code numbers to all National Safety Code carriers. These numbers will allow the further development of a carrier profile system. Accident and traffic violation forms have been revised to include the National Safety Code number to facilitate monitoring of motor carriers' performance.

Expenditures by Sub-Appropriation

6(e) Transport, Safety and Regulation	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Salaries	124,200	4.00	153,000	(28,800)	
Other Expenditures	18,600		99,700	(81,100)	1.

Explanation Number:

1. *The decrease is attributable to the development and implementation of the National Safety Code initiative not proceeding as timely as was anticipated.*

Boards and Committees

Motor Transport Board

The Motor Transport Board (MTB) is an independent economic regulatory tribunal established under Part VIII of the Highway Traffic Act. Under the authority and provisions of Section 326 of the Highway Traffic Act, the Motor Transport Board shall be composed of three or more persons appointed by the Lieutenant Governor, one of which shall be appointed Chairperson, and one or more as Vice-Chairpersons.

The objective of the Board is to ensure all Manitobans are provided adequate highway transportation services at a reasonable cost. The Board fulfills this objective within the limits set by its statutory jurisdiction and budgeted resources, through engaging in the following major activities:

- Licencing of motor carrier operations, other than extra-provincial truck operations, on the basis of a "public need or convenience" entry test;
- Licencing of extra-provincial truck operations, on the basis of a "reverse onus" public interest entry test, until January 1, 1993;
- Regulating maximum rates for intra-provincial truck traffic, and fixed rates for intra-provincial bus and inter-municipal livery operations;
- Regulating minimum insurance and fidelity bonding requirements for motor carriers;
- Disciplining motor carriers for breaches or regulations and services failures; and hearing and adjusting complaints;
- Monitoring the financial health of intra-provincial motor carriers, and the actual rates charged by intra-provincial truck operations;
- Regulating operating schedules or intra-provincial bus operations;
- Addressing policy issues which arise in the exercise of the Board's discretionary powers, and providing policy input to the government on request on broader motor transport policy issues; and
- Maintaining a liaison with the motor carrier industries, user interest groups, other transportation agencies, and governments.

In October 1990, in response to a submission from the Manitoba Trucking Association seeking a fuel surcharge as relief from the Middle East Oil crisis, the MTB approved a special surcharge of up to 5% on all rates set out in Schedules I and J of the published Tariff of Maximum Tolls. Individual carriers and shippers were free to negotiate a lower or no surcharge as their individual competitive circumstances dictated. In accordance with changes in fuel prices, this special fuel surcharge was increased to 5.9% in December 1990, reduced to 2.9% in March 1991, and eliminated in April 1991.

In November 1990, in response to an appeal by the Canadian Council of Motor Transport Administrators (CCMTA), the MTB Chairman was appointed Chairman of a Special Task Force on Owner-Operators. The Task Force received submissions and proposals from many interested parties, and submitted their findings in a report to the CCMTA in June 1991.

In November 1990, in response to a submission from Grey Goose, Greyhound, and Falcon Coach public service bus companies, seeking an increase in passenger and express rates, the Board approved a 6.9% interim rate increase. Subsequently, Grey Goose and Falcon Coach filed an urgent application seeking a special fuel surcharge as relief from the Middle East oil crisis, and the Board approved an interim 5% fuel surcharge.

In November 1990, in response to a growing awareness of need, the Board reviewed the Tariff of Tolls for Inter-Municipal Liveries, and approved a new fare schedule of $.78/mile round trips, $1.56/mile one way trip, $18.80/hour waiting time, and $4.70/ quarter hour waiting time. This included a 4.3% special fuel surcharge to provide relief from the Middle East oil crisis.

In October 1990, in response to a submission from the Manitoba Trucking Association requesting revisions to the Miscellaneous Charges under Schedule H of the Tariff of Maximum Tolls, the Board reviewed and approved various increases in these charges.

Expenditures by Sub-Appropriation

7(a) Motor Transport Board	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Salaries	533,400	12.00	631,000	(97,600)	
Other Expenditures	132,200		119,900	12,300	

The Highway Traffic Board

The Highway Traffic Board Members are appointed by the Lieutenant-Governor in Council and are responsible for the administration of The Highways Protection Act; portions of The Highway Traffic Act; and portions of The Off-Road Vehicles Act.

The Highway Traffic Board is comprised of a Chairperson, Vice-Chairperson and four members.

Under The Highways Protection Act in the interest of public safety, the Board determines: the locations of accesses onto limited access highways; the erection of structures adjacent to those highways; the control lines/circles; and also designates or removes any highway as a limited access highway.

Under portions of The Highway Traffic Act, the Board administers: all speed regulations; the approval of traffic control device designs; the location of pedestrian corridors; the approval of municipal weight limit by-laws; the amendments of highway classifications; bridge closures and restrictions; parking in alleys; and vehicle equipment pertaining to safety and traffic control.

Under portions of The Off-Road Vehicles Act, The Highway Traffic Board has been given the administrative authority to consider municipal by-laws and impose conditions that may be necessary for public safety under Sections 33(4) and 45(2) of the Act.

Hearings and meetings were scheduled and held throughout Manitoba, with the main hearings held in Winnipeg, Brandon, Dauphin, The Pas, Swan River and Thompson. On-site investigations were conducted throughout the Province and, whenever possible, were conducted at the same time hearings are held.

The Highway Traffic Board completed a manual inventory and location listing of all advertising signs adjacent to all Provincial Trunk Highways. This information is being entered into a computerized database, with a target completion date of early Summer 1991.

The Manitoba Speed Regulations 48/87 is currently being rewritten, consolidated and simplified. The target date for completion is September 1991.

Expenditures by Sub-Appropriation

7(b) Highway Traffic Board	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Salaries	240,300	6.00	259,000	(18,700)	
Other Expenditures	72,900		69,000	3,900	

The Licence Suspension Appeal Board and Medical Review Committee

The primary function of The Licence Suspension Appeal Board is to hear appeals of individuals who have had their driver's licences suspended by the Courts or the Registrar of Motor Vehicles. The Highway Traffic Act further provides for the Board to hear appeals for suspensions, cancellations, or denials of Driving School Permits, Driving School Instructor Permits, Automobile Dealers Permits and Salesman's Permits.

Public interest and exceptional hardship are the criteria used to determine if an individual is to be granted or denied remission. The decisions of the Appeal Board are final.

Sections 278(1) and 279(13) of The Highway Traffic Act provide the authority, jurisdiciton and procedures of this Board.

From January 1, 1990 to December 31, 1990, 2,000 applications were received, 250 half-day hearings were held throughout the Province. Decisions were made on 1,847 applications. Of the total number of applications; 153 were either cancelled, held pending for various reasons, or the suspensions had expired.

There were no fees waived by the Board in 1990. Of the total applications, 281 had made one previous appeal to the Board. Sixty-two had made two previous appeals; ten had made three previous appeals and one had made four or more previous appeals.

Full remissions were granted to 98 applicants. Fifty-seven of these were applicants who had operated on a restricted driver's licence for 3 years with no further involvement. Of the applications processed, 58.5% were for alcohol related convictions/ suspensions. Out of the 1,847 applications processed, 78.9% were granted restricted driving privileges; 15.9% were denied driving privileges; and 5.2% were granted full remissions.

The Medical Review Committee provides an appeal procedure for individuals who have had their driver's licence suspended, cancelled, declassed or refused issuance of a licence because of medical reasons.

The Committee determines whether the standards, as set out by The Canadian Medical Association, The National Safety Code, and Manitoba Regulation 412/87, are applied in a fair and equitable manner and whether an exception to the rule may be made. The Committee may confirm, quash or vary the decision of the Registrar of Motor Vehicles. Decisions made by the Committee are final.

Section 157(4) and 157(9) of The Highway Traffic Act provide the authority, jurisdiction and procedures of the Medical Review Committee.

From January 1, 1990 to December 31, 1990, 158 applications were received. Of these applications, 25 were for cardiology; 60 were for neurology; 59 were for vision; 14 were for alcohol and drug use. A total of 23 hearings were held; 8 neurology, 4 cardiology, 4 alcohol and 7 vision. Waiver of fee was granted for 2 applications.

Expenditures by Sub-Appropriation

7(c) Licence Suspension Appeal Board	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Salaries	216,300	5.00	236,000	(19,700)	
Other Expenditures	50,100		70,000	(19,900)	

Taxicab Board

The Taxicab Board is an independent economic regulatory tribunal established under the Taxicab Act. Under Section 3(2) of The Manitoba Taxicab Act, Board membership must include a member of the City of Winnipeg Council, the Chief Constable of the Winnipeg Police Force, and three other persons appointed by the Lieutenant Governor.

The objective of the Board is to ensure persons within Winnipeg receive adequate taxicab service at a reasonable cost. The Board fulfills this objective within the limits set by its statutory jurisdiction and budgeted resources, through engaging in the following major activities:

- Conducting public hearings to consider applications for a variety of perceived needs, such as more and/or different classes of licences, fare increases, complaints, industry proposals, interest group(s) proposals, etc.
- Establishing, reviewing and revising a limit on the number of taxicab licences, as required by the public convenience and necessity.
- Controlling and issuing the number of taxi licences granted for the whole of the taxicab industry in Winnipeg.
- Reviewing and approving licence transfers.
- Issuing taxicab drivers' licences.
- Training taxicab drivers.
- Establishing, regulating and maintaining the fare structure, and monitoring actual rates charged.
- Monitoring the health and viability of the taxicab industry in Winnipeg.
- Establishing vehicle standards for taxicabs, limousines and handicab vans.
- Inspecting taxicabs and checking taxicab meters for accuracy.
- Monitoring accessibility of transportation services for the handicapped.
- Investigating and resolving complaints against taxicab operators and drivers.
- Disciplining taxicab operators and drivers by conducting Show Cause hearings upon perceived violations of legislation, regulations, and/or authority, or upon complaints.
- Addressing policy issues which arise in the exercise of the Board's discretionary powers, and providing policy input to the government on request on broader taxicab policy issues.
- Maintaining a liaison with the taxicab industry, user interest groups, other taxicab regulatory agencies and governments.

In September 1990, the Board released its decision, "Superior Class of Taxi Service", to issue 60 new licences for luxury taxicabs, proposed a plan for issuance, and invited industry and public feedback.

In response to an industry submission for a fare increase (the first since October 1988), the Board approved an increase of 11% in lieu of the 22% increase requested. In the interests of public service, the Board further approved the inclusion of the federal 7% GST into the fare structure, bringing the total increase to 19%, effective January 1, 1991.

In March 1991, the Board published a draft of Consolidated Regulations and Rules of Procedures, and invited industry and public feedback.

Expenditures by Sub-Appropriation

7(d) Taxicab Board	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Salaries	210,300	6.00	191,000	19,300	
Other Expenditures	53,300		57,100	(3,800)	

Expenditures Related to Capital Assets

This section includes construction and upgrading of Provincial Trunk Highways, Provincial Roads and related projects. It also includes aid to cities, towns and villages, work in Local Government Districts and unorganized territories, the Rural Municipal Bridge Assistance Program, and acquisition/construction of physical assets.

Construction and Upgrading of PTHs, PRs and Related Projects

This section provides for the construction and/or reconstruction, rehabilitation and upgrading of the provincial trunk highway system and the provincial road system.

The highway system is comprised of approximately 20,000 km of roadway carrying approximately five billion vehicle kms of traffic annually. The trunk highway system is now a totally dust free surface as is 33% of the provincial road system.

Continued improvements are required to bring major routes up to four lane highway standards. The frontiers of the north continue to be pushed back and the quality of road transportation in remote communities improved. A large portion of the construction budget was directed toward reconstruction of older highways and bridges as their life expires.

Efforts were made to increase the efficiency and cost effectiveness of construction programs and to extend the service life of highways without unduly straining the maintenance program.

Expenditures by Sub-Appropriation

8(a) Construction Program	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Salaries	12,573,100	408.00	12,600,000	(26,900)	
Capital Expenditures	95,451,200		93,900,000	1,551,200	1.

Explanation Number:

1. *The increase is the result of very favourable construction progress late into the fall of 1990 as a result of exceptionally good weather conditions.*

Aid to Cities, Towns and Villages

This section provides assistance to cities, towns and villages outside of Winnipeg in the development and maintenance of local transportation needs.

Under the program the Department contributes 50% of the construction costs on an eligible grant-in-aid street system.

The local governments, towns and villages may not have specialized expertise or equipment to perform construction and maintenance efficiently within their transportation networks. Funding to cities, towns and villages amounted to approximately $1.5 million on a 50-50 basis.

Expenditures by Sub-Appropriation

8(b) Aid to Cities, Towns and Villages	Actual 1990/91 $	SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Capital Expenditures					
- Grants/Transfer Payments	1,470,800		1,500,000	(29,200)	

Work in Local Government Districts and Unorganized Territory

This section provides for roadwork projects that are a mix of projects financed 100 percent by the Province and projects financed on a 50-50 basis between the Province and the Local Government Districts.

Most local government agencies do not have the equipment of the specialized knowledge to carry out their annual programs. For each of them to develop the capacity would be a tremendous burden to their taxpayers and would be needless duplication of effort.

Therefore, the Department is committed to deliver expertise and services that are not available at a reasonable price form any other source, either privately or publicly. Many locations are quite remote.

Funding to LGDs and unorganized territories on a 50-50 basis totalled approximately $1.3 million. Funding to LGD and unorganized territories covered 100% by the Province totalled more than $2.3 million.

Expenditures by Sub-Appropriation

8(c)Work in Local Govt. Districts and Unorganized Territory	Actual 1990/91 $	SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Salaries	759,500	30.00	899,400	(139,900)	
Other Expenditures	3,671,400		3,700,600	(29,200)	

Rural Municipal Bridge Assistance Program

This program provides financial assistance to rural municipalities towards design and construction of bridges over rivers and streams.

Thirteen municipalities took advantage of the program, seven of which entered into Phase 1 - Design and six of which entered into Phase 2 - Construction.

Expenditures by Sub-Appropriation

8(d) Rural Municipal Bridge Assistance	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Capital Expenditures					
- Grants/Transfer Payments	674,000		500,000	174,000	

Acquisition/Construction of Physical Assets

Acquisition/Construction of Physical Assets provides funding for other capital projects including upgrading of northern airports, purchase and replacement of road maintenance equipment, stockpiling crushed gravel for highway maintenance, acquisition of equipment storage buildings and yards, weigh scale upgrading, ferry upgrading, capital grants for the transportation of the mobility disadvantaged in rural Manitoba and water bomber purchase.

Capital improvements to northern airports included installation of a Non-Directional Beacon at St. Theresa Point, upgrading of various airport fuel compounds to meet environmental standards and the crushing and stockpiling of gravel at the God's River Airport. A major project was also undertaken to haul gravel from Island Lake to Red Sucker Lake Airport for runway maintenance.

Two Marine Operations vessels, the M.V. Charles Robert and C.F. Thomas A. McIvor underwent major hull maintenance which included sandblasting and repainting.

As part of an ongoing program to provide heated accommodation for highway maintenance equipment, particularly to enhance winter maintenance activities, one three bay equipment storage building was constructed at the Gillam maintenance yard. At the Thompson mechanical garage, the ventilation system underwent a major upgrading. In Dauphin, the District Offices were expanded through internal renovations to the Department's building.

Under a program to assist rural communities to provide transportation for the mobility disadvantaged, the Rural Municipality of Pipestone and the Community of Hamiota received grants to enable them to purchase buses fitted with specialized equipment.

Expenditures by Sub-Appropriation

8(e) Acquisition/Construction of Physical Assets	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl No.
Airport Improvements	480,800		637,500	(156,700)	
Highway Equipment	2,947,700		3,083,700	(136,000)	
Water Bomber Contract	147,100		147,200	(100)	
Highway Buildings and Storage Yards	603,600		712,800	(109,200)	
Other Projects	206,600		(47,000)	253,600	
- Grants/Transfer Payments	20,000		50,000	(30,000)	
Total Capital Expenditures	4,405,800		4,584,200	(178,400)	

Statutory Payments

Expenditures by Sub-Appropriation

(9) Payment of Claim Under the Financial Administration Act	Actual 1990/91 $	Estimate 1990/91 SY	Estimate 1990/91 $	Variance Over (Under)	Expl. No.
Statutory Payment	450,000		450,000	0	1.

Explanation Number:

1. *This Statutory Payment represents a settlement of claim against the Government of Manitoba in connection with a motor vehicle accident on February 24, 1979 on PTH #100 near St. Anne's Road.*

Appendices

DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

RECONCILIATION STATEMENT

DETAILS	1990-91 ESTIMATES
1990-91 MAIN ESTIMATES	$235,345,700
ALLOCATIONS OF FUNDS FROM:	
STATUTORY PAYMENT:	450,000
1990-91 ESTIMATE	$235,795,700

Department of Highways and Transportation

Expenditure Summary

for fiscal year ended March 31,1991
with comparative figures for the previous fiscal year

Estimate 1990/91		Appropriation	Actual 1990/91	Actual 1989/90	Increase (Decrease)	Explanation Number
	15-1	ADMINISTRATION AND FINANCE				
10,300		(a) Minister's Salary	11,500	10,300	1,200	
		(b) Executive Support:				
384,300		Salaries	355,700	337,500	18,200	
81,900		Other Expenditures	100,100	94,800	5,300	
		(c) Administrative Services:				
528,200		Salaries	521,300	521,000	300	
68,600		Other Expenditures	63,300	64,700	(1,400)	
		(d) Financial Services:				
734,300		Salaries	663,900	610,100	53,800	
73,900		Other Expenditures	69,000	69,100	(100)	
		(e) Personnel Services:				
783,700		Salaries	794,600	729,200	65,400	
138,600		Other Expenditures	131,800	132,300	(500)	
		(f) Computer Services:				
1,092,900		Salaries	1,057,000	969,200	87,800	
509,200		Other Expenditures	374,300	466,500	(92,200)	
		(g) Occupational Health and Safety:				
181,000		Salaries	176,400	154,300	22,100	
50,000		Other Expenditures	45,400	51,600	(6,200)	
4,636,900		Total 15-1	4,364,300	4,210,600	153,700	
	15-2	OPERATIONS AND MAINTENANCE				
55,498,000		(a) Maintenance Program	54,536,100	56,999,400	(2,463,300)	1
		(b) Winter Roads:				
196,000		100% Provincial	215,500	328,900	(113,400)	
3,004,000		Shareable with Canada	3,240,600	2,949,200	291,400	
		(c) Operations and Contracts:				
1,722,500		Salaries and Wages	1,705,200	1,562,600	142,600	
350,500		Other Expenditures	310,400	331,300	(20,900)	

Department of Highways and Transportation

Expenditure Summary (cont'd)

for fiscal year ended March 31,1991
with comparative figures for the previous fiscal year

Estimate 1990/91		Appropriation	Actual 1990/91	Actual 1989/90	Increase (Decrease)	Explanation Number
		(d) Bridges and Structures:				
1,800,400		Salaries	1,757,300	1,685,400	71,900	
125,100		Other Expenditures	131,600	129,200	2,400	
942,000		Bridge Maintenance	956,600	893,300	63,300	
		(e) Transport and Compliance:				
1,705,000		Salaries and Wages	1,690,200	1,649,500	40,700	
388,800		Other Expenditures	339,500	364,600	(25,100)	
		(f) District Offices:				
7,832,300		Salaries and Wages	7,870,100	7,553,500	316,600	
1,259,500		Other Expenditures	1,262,000	1,205,700	56,300	
		(g) Other Jurisdictions:				
3,517,000		Gross Expenditures	4,308,700	3,518,000	790,700	2
(1,297,000)		Less: Recoverable from Other Appropriations	(1,231,500)	(1,318,000)	86,500	
77,044,100		Total 15-2	77,092,300	77,852,600	(760,300)	
	15-3	PLANNING, DESIGN AND LAND SURVEYS				
		(a) Planning and Design:				
1,915,200		Salaries	1,846,900	1,679,800	167,100	
396,500		Other Expenditures	422,000	389,400	32,600	
		(b) Land Surveys:				
1,220,000		Salaries	1,216,700	1,149,500	67,200	
299,500		Other Expenditures	286,200	257,600	28,600	
3,831,200		Total 15-3	3,771,800	3,476,300	295,500	
	15-4	ENGINEERING AND TECHNICAL SERVICES				
		(a) Management Services:				
131,200		Salaries and Wages	130,200	124,200	6,000	
18,700		Other Expenditures	22,300	15,300	7,000	
		(b) Mechanical Equipment Services:				
7,963,400		Salaries and Wages	7,483,100	7,340,600	142,500	

Department of Highways and Transportation

Expenditure Summary (cont'd)

for fiscal year ended March 31,1991
with comparative figures for the previous fiscal year

Estimate 1990/91		Appropriation	Actual 1990/91	Actual 1989/90	Increase (Decrease)	Explanation Number
10,947,600		Other Expenditures	11,010,900	12,073,100	(1,062,200)	1
(21,677,000)		Less: Recoverable from Other Appropriations	(20,570,800)	(21,940,600)	1,369,800	1
		(c) Warehouse Stores:				
471,000		Salaries and Wages	469,600	464,300	5,300	
138,900		Other Expenditures	104,100	119,700	(15,600)	
6,700,000		Purchases	5,874,000	6,343,900	(469,900)	
(6,700,000)		Less: Recoverable from Other Appropriations	(5,899,000)	(6,221,600)	322,600	
		(d) Northern Airports:				
2,984,000		Salaries and Wages	2,950,200	2,733,700	216,500	
1,575,000		Other Expenditures	1,731,800	1,559,400	172,400	
		(e) Marine Services:				
616,000		Salaries and Wages	590,900	552,900	38,000	
405,900		Other Expenditures	432,900	449,600	(16,700)	
		(f) Materials and Research:				
1,420,000		Salaries and Wages	1,373,400	1,348,100	25,300	
283,900		Other Expenditures	289,100	265,700	23,400	
		(g) Traffic Engineering:				
782,000		Salaries and Wages	725,000	677,400	47,600	
5,031,000		Other Expenditures	4,851,700	4,826,900	24,800	
(1,000,000)		Less: Recoverable from Other Appropriations	(776,800)	(1,059,300)	282,500	3
		(h) Government Air and Radio Services:				
3,861,200		Salaries	3,831,200	3,767,900	63,300	
5,865,300		Other Expenditures	4,734,800	6,785,000	(2,050,200)	4
(7,251,000)		Less: Recoverable from Other Appropriations	(6,820,700)	(9,030,200)	2,209,500	4
12,567,100		Total 15-4	12,537,900	11,196,000	1,341,900	
	15-5	TRANSPORTATION POLICY AND RESEARCH				
		(a) Transportation Policy and Research:				
794,000		Salaries	722,000	750,500	(28,500)	
236,500		Other Expenditures	197,500	281,500	(84,000)	
300,000		University of Manitoba Transport Institute Grant	300,000	0	300,000	5

Department of Highways and Transportation

Expenditure Summary (cont'd)

for fiscal year ended March 31,1991
with comparative figures for the previous fiscal year

Estimate 1990/91		Appropriation	Actual 1990/91	Actual 1989/90	Increase (Decrease)	Explanation Number
463,900		(b) Rural Transportation Grants for the Mobility Disadvantaged:	376,200	350,400	25,800	
		(c) Canada-Manitoba Churchill Agreement:				
0		Salaries	0	25,000	(25,000)	6
0		Other Expenditures	0	19,000	(19,000)	6
		(d) Canada-Manitoba Transportation Development Agreement:				
0		Salaries	0	47,900	(47,900)	7
0		Other Expenditures	0	661, 800	(661,800)	7
1,794,400		Total 15-5	1,595,700	2,136,100	(540,400)	
	15-6	DRIVER AND VEHICLE LICENCING				
		(a) Management Services:				
2,519,900		Salaries	2,611,100	2,361,900	249,200	
2,435,600		Other Expenditures	2,300,700	2,049,000	251,700	
		(b) Licencing:				
1,705,900		Salaries	1,707,500	1,477,700	229,800	8
1,117,300		Other Expenditures	886,300	529,000	357,300	8
		(c) Safety:				
4,256,500		Salaries	4,430,100	4,052,400	377,700	
779,600		Other Expenditures	681,000	652,800	28,200	
3,087,300		(d) Manitoba Public Insurance Corp. Cost-Sharing Agreement:	2,936,700	2,941,900	(5,200)	
		(e) Transport, Safety and Regulation:				
153,000		Salaries	124,200	145,500	(21,300)	
99,700		Other Expenditures	18,600	17,700	900	
16,154,800		Total 15-6	15,696,200	14,227,900	1,468,300	
	15-7	BOARDS AND COMMITTEES				
		(a) Motor Transport Board:				
631,000		Salaries	533,400	518,700	14,700	

Department of Highways and Transportation

Expenditure Summary (cont'd)

for fiscal year ended March 31,1991
with comparative figures for the previous fiscal year

Estimate 1990/91		Appropriation	Actual 1990/91	Actual 1989/90	Increase (Decrease)	Explanation Number
119,900		Other Expenditures	132,200	145,600	(13,400)	
		(b) Highway Traffic Board:				
259,000		Salaries	240,300	227,600	12,700	
69,000		Other Expenditures	72,900	84,300	(11,400)	
		(c) Licence Suspension Appeal Board:				
236,000		Salaries	216,300	209,300	7,000	
70,000		Other Expenditures	50,100	50,700	(600)	
		(d) Taxicab Board:				
191,000		Salaries	210,300	199,900	10,400	
57,100		Other Expenditures	53,300	37,600	15,700	
1,633,000		Total 15-7	1,508,800	1,473,700	35,100	
	15-8	EXPENDITURES RELATED TO CAPITAL ASSETS				
106,500,000		(a) Construction and Upgrading of Provincial Trunk Highways, Provincial Roads and Related Projects	108,024,300	105,551,600	2,472,700	9
1,500,000		(b) Aid to Cities, Towns and Villages:	1,470,800	1,319,300	151,500	
4,600,000		(c) Work in Local Govt. Districts and Unorganized Territory:	4,430,900	4,362,300	68,600	
500,000		(d) Rural Municipal Bridge Assistance:	674,000	128,900	545,100	10
		(e) Acquisition/Construction of Physical Assets: Other Projects				
637,500		Airports Improvements	480,800	110,700	370,100	11
48,000		Gravel Pits	44,700	38,100	6,600	
3,083,700		Highways Equipment	2,947,700	3,062,000	(114,300)	
2,400,000		Crushed Gravel - Purchases	2,382,400	2,389,200	(6,800)	
(2,750,000)		Crushed Gravel - Issues	(2,449,200)	(2,794,500)	345,300	
400,000		Bridge Materials - Purchases	313,700	324,800	(11,100)	
(400,000)		Bridge Materials - Issues	(289,000)	(233,500)	(55,500)	
712,800		Highway Buildings and Storage Yards	603,600	652,100	(48,500)	
75,000		Improvements to Weigh Scales	50,300	62,400	(12,100)	
45,000		Ferry Landing Improvements	44,600	35,900	8,700	

Department of Highways and Transportation

Expenditure Summary (cont'd)

for fiscal year ended March 31,1991
with comparative figures for the previous fiscal year

Estimate 1990/91		Appropriation	Actual 1990/91	Actual 1989/90	Increase (Decrease)	Explanation Number
135,000		Ferries	109,100	127,500	(18,400)	
50,000		Rural Transportation Grants for the Mobility Disadvantaged	20,000	30,000	(10,000)	
147,200		Water Bomber Contract	147,100	147,100	0	
0		Northern Development Agreement: Canada-Manitoba Airport Development	0	532,100	(532,100)	12
117,684,200		Total 15-8	119,005,800	115,846,000	3,159,800	
450,000	15-9	PAYMENT OF CLAIM UNDER THE FINANCIAL ADMINISTRATION ACT (STATUTORY)	450,000	0	450,000	13
235,795,700		Net Expenditures	236,022,800	230,419,200	5,603,600	

Expenditure Variance Explanations

Explanation Number	
1.	Decreased expenditures in the Maintenance Program and Mechanical Equipment Services are due to lower winter maintenance costs attributed to very favourable winter weather conditions.
2.	Increased expenditures for services performed for Other Jurisdictions is the result of additional work perfomed for Manitoba Hydro and the Buffalo Point Indian Band.
3.	The decrease in recoveries by the Sign Shop resulted from a reduction in signage requirements primarily through lower issues to the Maintenance Program.
4.	Decreased expenditures for Air and Radio Services are primarily due to reduced water bomber activity. During the previous year the Province experienced a severe forest fire season whereas 1990/91 was characterized as below normal in terms of activity. Recoveries were likewise reduced as fire suppression expenses are charged back to the Department of Natural Resources.
5.	Provincial funding was provided to the University of Manitoba Transport Institute for program development following the termination of funding previously provided under the Canada/Manitoba Transportation Development Agreement.
6.	1989/90 was the final year for expenditures under the Canada/Manitoba Churchill Agreement which expired March 31, 1989.
7.	1989-90 was the final year for expenditures under the Canada/Manitoba Transportation Development Agreement which expired March 31, 1989.
8.	Increased expenditures primarily resulted from the continuing implementation of the Photo Licencing initiative.
9.	Increased expenditures for the Construction Program occurred primarily from program expansion and an increase in work performed during the fall resulting from the exceptionally good weather experienced during this period of 1990.
10.	The Rural Municipal Bridge Assistance Program was introduced in the 1989-90 Budget and is intended to aid with the design and construction of bridges in rural municipalities. Increased expenditures under the Program resulted from many of the projects progressing from the design phase to the more cost intensive construction phase.
11.	Increased expenditures are the result of improvements to the God's River airstrip for an all weather runway.
12.	1989-90 was the final year of expenditures for northern airport improvements under the Canada/Manitoba Northern Development Agreement which expired March 31, 1990.
13.	This statutory payment represents a settlement of claim against the Government of Manitoba in connection with a motor vehicle accident which occurred February 24, 1979 on Provincial Trunk Highway 100 near St. Anne's Road.

Department of Highways and Transportation

Revenue Summary by Source

for the year ended March 31, 1991
with compartative figures for the previous fiscal year

Actual 1989/1990	Actual 1990/1991	Increase (Decrease)	Source	1990/1991 Actual	1990/1991 Estimated	Variance	Expl. Number
			Current Operating Programs:				
			Other Revenue:				
33,349,700	31,964,300	(1,385,400)	(a) Automobile and Motor Carrier Licences and Fees	31,964,300	33,220,000	(1,255,700)	
7,888,700	10,413,000	2,524,300	(b) Drivers' Licences	10,413,000	10,408,000	5,000	1
185,600	184,000	(1,600)	(c) Licence Suspension Appeal Board	184,000	200,000	(16,000)	
1,101,300	1,459,300	358,000	(d) Municipalities Shared Cost Receipts	1,459,300	881,000	578,300	2
1,809,300	1,729,700	(79,600)	(e) Sundry	1,729,700	1,946,000	(216,300)	
44,334,600	45,750,300	1,415,700	Total Other Revenue	45,750,300	46,655,000	(904,700)	
			Government of Canada:				
1,508,800	1,569,000	60,200	(a) Winter Roads	1,569,000	1,502,000	67,000	
182,700	209,600	26,900	(b) Norway House Airport	209,600	175,000	34,600	
27,600	25,000	(2,600)	(c) Refunds for Service	25,000	150,000	(125,000)	3
71,000	0	(71,000)	(d) Transportation Development Agreement	0	0	0	4
294,400	364,800	70,400	(e) National Safety Code	364,800	557,000	(192,200)	5
230,000	247,500	17,500	(f) Environment Canada	247,500	250,000	(2,500)	
2,314,500	2,415,900	101,400	Total Government of Canada	2,415,900	2,634,000	(218,100)	
46,649,100	48,166,200	1,517,100	TOTAL CURRENT OPERATING PROGRAMS	48,166,200	49,289,000	(1,122,800)	
			Revenue Related to Capital:				
			Other Revenue:				
834,700	858,500	23,800	(a) Municipalities Shared Cost Receipts	858,500	1,075,000	(216,500)	6
692,800	22,800	(670,000)	(b) Sundry	22,800	600,000	(577,200)	7
1,527,500	881,300	(646,200)	Total Other Revenue	881,300	1,675,000	(793,700)	

Department of Highways and Transportation

Revenue Summary by Source (cont'd)

for the year ended March 31, 1991
with compartative figures for the previous fiscal year

Actual 1989/1990	Actual 1990/1991	Increase (Decrease)	Source	1990/1991 Actual	1990/1991 Estimated	Variance	Expl. Number
			Government of Canada:				
517,800	3,676,400	3,158,600	(a) Yellowhead Highway Agreement	3,676,400	3,000,000	676,400	8
382,100	15,900	(366,200)	(b) Canadian Forces Base Shilo	15,900	7,000	8,900	9
75,000	0	(75,000)	(c) Northern Access Road - C.F.B. Shilo	0	0	0	10
0	29,900	29,900	(d) Promotion of Official Languages	29,900	0	29,900	11
974,900	3,722,200	2,747,300	Total Government of Canada	3,722,200	3,007,000	715,200	
2,502,400	4,603,500	2,101,100	TOTAL REVENUE RELATED TO CAPITAL	4,603,500	4,682,000	(78,500)	
49,151,500	52,769,700	3,618,200	TOTAL DEPARTMENTAL REVENUE	52,769,700	53,971,000	(1,201,300)	
1,037,400	144,700	(892,700)	SALE OF GOVERNMENT ASSETS	144,700	100,000	44,700	12

Revenue Variance Explanations

Explanation Number	
1.	The year over year increase in Drivers' Licences revenue is primarily the result of a $4.00 increase in driver licence fees from $9.00 to $13.00 effective April 1, 1990 to offset the costs of implementing photo licencing.
2.	The year over year increase and the increase in actual revenue received to the amount budgeted is due to more work being performed for Rural Municipalities on a request basis.
3.	The decrease in actual revenue received to the amount budgeted is due to less work being performed for the Federal Government on a request basis.
4.	The year over year decrease in shared cost receipts under the Transportation Development Agreement is the result of the completion of Provincial commitments under the Agreement which terminated March 31, 1989.
5.	The decrease in shared cost receipts under the National Safety Code to the amount budgeted is due to decreases in associated program expenditures resulting from several staff vacancies and lower system development and operating costs.
6.	The decrease in actual Municipalities Shared Cost Receipts to the amount budgeted is due to a decrease in the anticipated amount of cost-shared capital work being performed on behalf of Rural Municipalities and Local Government Districts on a request basis.
7.	The year over year decrease and the decrease in actual revenue received to the amount budgeted for Capital Sundry revenue is largely the result of a payment from Manitoba Hydro related to 1990 maintenance costs for the Gillam Road - Split Lake to Long Spruce road not being received by the end of the fiscal year.
8.	The year over year increase in shared cost receipts under the Yellowhead Highway Improvement Agreement is the result of increases in associated program expenditures primarily related to construction of a highway interchange at Portage la Prairie. The increase in actual revenue received to the amount budgeted is due to the acceleration of associated program expenditures brought about by favourable weather conditions.
9.	The year over year decrease in shared cost receipts under an agreement with the Federal Government to cost share expenditures for the upgrading and relocation of Provincial Road 340 at Canadian Forces Base Shilo is the result of the budgeted decrease in associated program expenditures brought about by the winding down of one phase of the project.
10.	The year over year decrease in shared cost receipts resulted from a non-recurring agreement with the Federal Government to cost share resurfacing costs of a road linking Provincial Road 340 and Canadian Forces Base Shilo.

Revenue Variance Explanations (cont'd)

Explanation Number	
11.	The year over year increase in shared cost receipts resulted from a new General Agreement on the Promotion of Official Languages with the Federal Government whereby the bilingualization of highway signage in designated areas will be cost shared. The increase in actual revenue received to the amount budgeted is due to the finalization of Revenue Estimates prior to the terms of the Agreement being finalized.
12.	The year over year decrease in revenue resulted from the nonrecurring sale of two DeHavilland Turbo Beaver aircraft in 1989/90.

Department of Highways and Transportation

Five Year Expenditure and Staffing Summary by Appropriation ($000)

for years ending March 31, 1987 - March 31, 1991

Appropriation	Actual/*Adjusted Expenditures									
	1986/87		1987/88		1988/89		1989/90		1990/91	
	SY	$	SY	$	SY	$	SY	$	SY	$
1. Administration and Finance	91.00	3,155.1	92.00	3,387.1	98.13	3,843.6	98.13	4,210.6	101.26	4,364.3
2. Operations and Maintenance	1,107.13	68,806.7	1,107.26	67,986.4	1,092.26	73,485.4	1,098.26	77,852.6	1,096.26	77,092.3
3. Planning, Design and Land Surveys	83.26	3,234.0	84.26	3,431.5	83.26	3,530.3	77.00	3,476.3	79.00	3,771.8
4. Engineering and Technical Services	536.00	9,218.2	518.43	10,367.9	522.17	10,187.3	521.38	11,196.0	529.38	12,537.9
5. Transportation Policy and Research	22.00	1,988.7	22.00	2,026.9	21.00	2,121.0	21.00	2,136.1	16.00	1,595.7
6. Driver and Vehicle Licencing	287.10	12,938.9	257.24	12,563.3	268.11	13,046.8	266.38	14,227.9	275.25	15,696.2
7. Boards and Committees	26.00	1,135.4	28.00	1,245.8	26.00	1,286.9	26.00	1,473.7	29.00	1,508.8
8. Expenditures Related to Capital	437.13	103,259.6	441.26	108,139.6	415.26	109,816.8	445.00	115,846.0	436.00	119,005.8
9. Payment of Claim Under the Financial Administration Act (Statutory)										450.0
TOTAL	2,590.10	203,736.6	2,551.41	209,148.5	2,527.15	217,318.1	2,554.11	230,419.2	2,563.11	236,022.8

Department of Highways and Transportation

Five Year Expenditure and Staffing Summary by Appropriation ($000) (cont'd)

for years ending March 31, 1987 - March 31, 1991

*Adjusted figures reflect historical data on a comparable basis in those appropriations affected by a re-organization, during the years under review.

Postage Costs re-organized from the Department of Government Services: 1986/87 $440.0
Program expenditures re-organized from the Manitoba Jobs Fund related to the Transportation Development Agreement and the Churchill Agreement: 1986/87 $5,680.7, 1987/88 $7,319.8
Program expenditures re-organized from the Department of Northern Affairs related to Airport Improvements previously shareable under the Northern Development Agreement: 1986/87 $1,612.3, 1987/88 $771.4, 1988/89 $593.7, 1989/90 $532.1
Program expenditures re-organized to the Department of Northern Affairs related to the maintenance of Norway House Community Roads and capital projects for Access to Remote Communities: 1986/87 $693.7, 1987/88 $200.0, 1988/89 $244.8